

# FLIGHT

&  
The AIRCRAFT  
ENGINEER.

First Aero Weekly in the World.

Founder and Editor: STANLEY SPOONER.

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport.

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## Flight

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## EDITORIAL COMMENT.

"Newspapers are an essential part of our war organisation."

(Sir Auckland Geddes, Minister of National Service.)



WE confess we remain unconvinced by the lame excuses put forward by Major Baird to account for the deprivation of officers and men of the R.A.F. of the chevrons awarded to them for services against the enemies of the King. Mr. Hogge asked him to explain to the House of Commons why the *personnel* of the Force was not allowed to wear chevrons, and the only answer the Under-Secretary was prepared with was to the effect that the Air Council had very carefully considered the question, and were of opinion that the conditions of service in the R.A.F. had been found to make it impossible to conform to the practice adopted by the Navy and Army without inflicting injustice! Mr. Joynson-Hicks followed up the matter by asking specifically if it were a fact that officers and men who have served in the Army in France and have earned the chevrons are now compelled to take them off? In

### The Chevrons Injustice

answer to this very direct query, Major Baird said:—"The men who were engaged in the defence of London, and did night work, but did not go overseas, would not be entitled to wear the chevrons, but the men engaged in anti-submarine work would be entitled to do so. If we adopt either the Navy or the Army principle inevitably great injustice would be done." If that is not begging the question we do not know what it is.

It seems on the face of it that in order to avoid what the Air Council fears might be an injustice it inflicts another and far graver one. More than that, it deliberately perpetrates what is nothing more or less than what we have described when dealing with this question on a previous occasion, as a gross breach of faith. We are rather surprised that neither Mr. Hogge nor Mr. Joynson-Hicks approached the matter from this obvious standpoint. Let us repeat that the Memorandum for the constitution of the R.A.F. lays down most definitely and clearly that no officer or man shall suffer as a consequence of his transfer to the Force "in pay, pension, decorations or rewards." One of the very first acts of the Air Council is to make the *personnel* of the Force suffer in one of these directions, by depriving a very large proportion of the officers and men of "rewards" for service in the field. To whom, we should like to know, will justice be done by the perpetration of this injustice to others? Is it to the senior officers of the Force—the Directors of this Department and that—who have never been nearer to the Front than Whitehall and cannot put up a chevron if the regulations allowed such decorations to be worn? We are quite aware that there are numbers of officers of the Force whose essential work keeps them in England. There are others who are quite pleased with quiet jobs in London and would turn heaven and earth to get out of it if they thought they were to be detailed for a job in which there was any danger. They have no desire to go anywhere that would qualify them for chevrons, and we can quite understand that they would be entirely in agreement with the decision of the Air Council to take them away from those who have honourably earned them, whether against the Boche armies in the field or even at the apparently despised work of keeping down the activities of the Hun submarines. Is it "justice" to these that the Council desires to do? However, we are glad the matter has been raised and even more pleased that it is not to be allowed to drop. Mr. Joynson-Hicks,

having failed to secure any satisfaction at the last attempt, has given notice that he will raise it again in the House and we trust he will find the Under-Secretary in more informative mood when he does.

**An  
International  
"Independent"  
Air Force**

An Inter-Allied Parliamentary Committee, on which Great Britain, France, Italy and Belgium were represented, has passed a series of resolutions dealing with the problems of the War and after. Among the resolutions is one to the effect that: "The Committee urges upon the Governments associated in the war the necessity of constituting an inter-Allied Independent Air Force for the purpose of overcoming, if need be, the last resistance of the enemy, by a campaign of raids over his territory, and suggests that the most effective method of accomplishing this would be by common industrial control of the production of aeronautical material."

Admirable as the idea is in the abstract, it is a bit late in the day to advance it now. For all we know a general armistice may have been proclaimed before these lines appear in print. In any case, we know that even if Germany, isolated and deserted by all her allies, elects to fight the war out to the bitter end, she cannot prolong her resistance for more than another six months at the outside. To attempt to set up all the machinery for a common industrial control of production now would be redundant. It would take more than the six months, which is by common consent the extreme future duration of the War. Moreover, the Allies' power in the air has now asserted itself to be so overwhelmingly superior to that of Germany that it does not seem as though any useful purpose would result from a change in our methods either in administration, command or production. It is eminently a case of letting well alone.

Moreover, upon mature reflection, we do not at all like the sound of a "common industrial control." What we are all thinking about now is how to get rid of all the "control" which the War has fixed upon us and certainly not of how we are to extend the principles and incidence of the incubus. Already the aircraft industry in this country has so far passed into Government control that we fear it will be difficult for it to free itself entirely from the trammels. That being the case, we are certainly not going to subscribe to the doctrine that a further extension of the control business, common or otherwise, would be a good thing. Indeed, we doubt if the common industrial control idea would have been a good thing, even if it had been evolved at the outset of the War. On the whole, the resources of the Allies have not been badly co-ordinated, considering that the whole organisation for production had to be created from a mere nucleus. It has taken us a long time, it is true, to establish the necessary preponderance of power over the enemy, but we have so established it and it is too late now to talk about modifying or altering the system under which it has been achieved.

**Labour  
After  
the War**

Speaking at the National Liberal Club the other day, Mr. Clynes, the Minister of Food, who is one of the soundest of the Labour representatives in Parliament, addressed a strong warning to both Capital and Labour on the questions that will arise after the War. He pointed out that problems will arise which can only be solved by securing happier relations

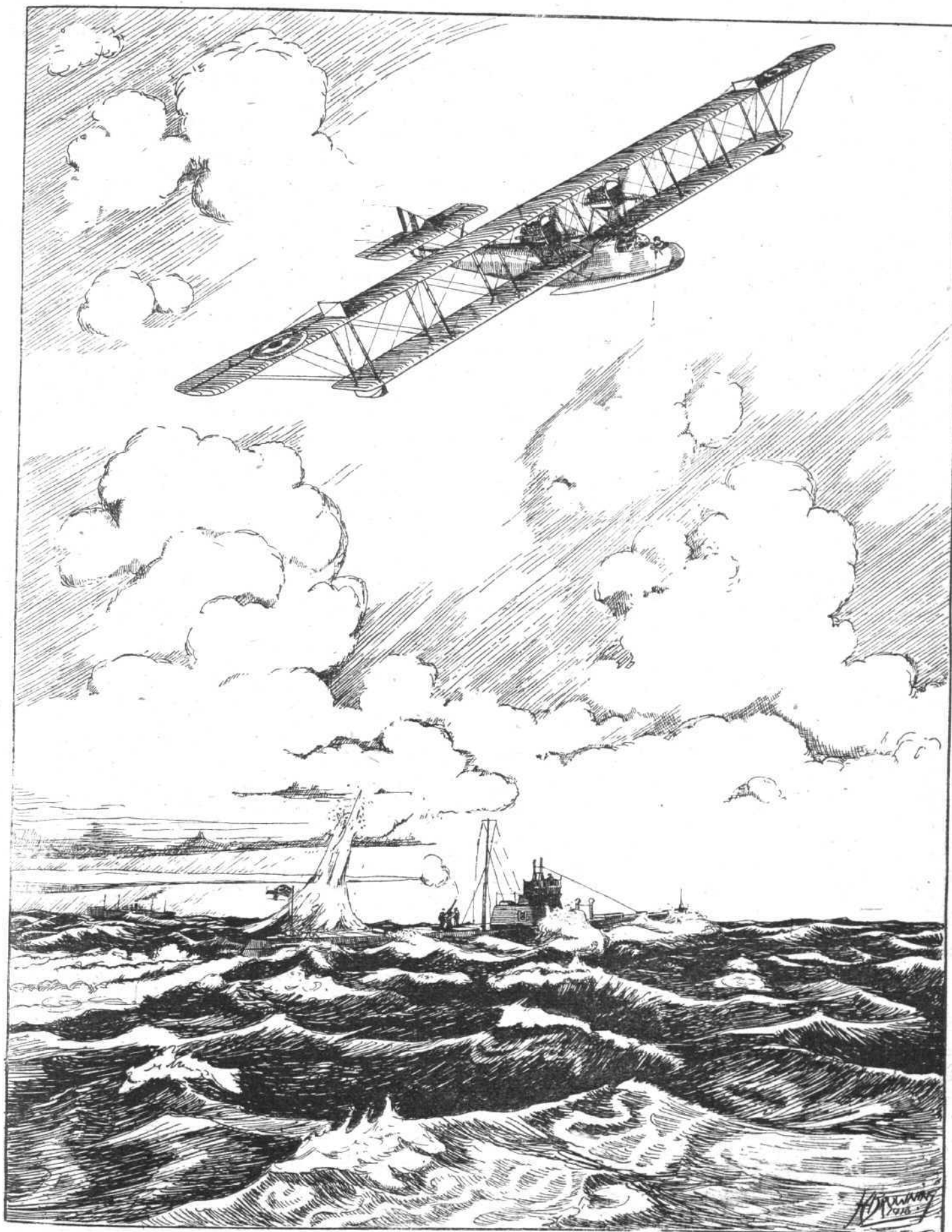
between the two sides. The whole body of employers and the State, acting through Parliament, he said, could do much to create the right spirit in the mind of Labour by understanding that Labour would not remain a submissive victim of any system which it considered to be unfair. Even if Labour were wrong it had the power of numbers, and that quality for wealth production which was reposed in muscle, so that it could for a considerable time place the country at its mercy. But this was exactly what Labour should try to avoid, and in order that it should be avoided employers and the State should take every reasonable step to reconcile Labour to a just acceptance of a particular system, rather than leave Labour in a temper of serious discontent, or in actual revolt against a new system.

We agree entirely with the point of view enunciated, though we should like to add that, in addition, Labour should take every reasonable step to arrive at a full understanding of all the factors in a particular situation before allowing itself to relapse into a state of discontent or revolt. We have written elsewhere about the strike at Aintree, which seems to come under the heading of the cases in which Labour has not taken the trouble to acquaint itself with the whole of the facts before breaking out into active revolt. We have certainly no desire to cause controversy where there should be peace, but we cannot refrain from expressing the view that the attitude of Labour during the War has not invariably been characterised by that spirit of reasonableness that Mr. Clynes admires so much.

The Government, Mr. Clynes told his audience, will keep its pledge to restore the trade union restrictions on output after the war, but he appealed to Labour not to enforce those restrictions, because the whole of the conditions have changed during the past four years. It would be injurious to Labour itself to wipe out the scientific methods of production which the war has compelled us to adopt. Furthermore, it would be a grave injustice to turn adrift the host of unskilled workers, and women whose bread-winners have given their lives during the War.

Unfortunately, the Government has given its word that the methods of the trades unions shall be restored as soon as the War is over. There was nothing for it but to concede the point at the time the hands of the Government were forced by the unions. Had the point not been conceded we should have lost the War through sheer inability to produce essential supplies of munitions and war material. It is as well that we should speak quite plainly on the matter, because it leads up to another and almost equally important point. Now, there is no manner of doubt, as we have said, that if we had tried to produce our war material under the system of output restriction insisted upon by the unions we should have been defeated and neither the unions nor their methods would have been of any further interest to anyone. If we go back to those methods after the War we shall lose the industrial fight that is to come. If we scrap the scientific methods we have adopted during the War, and which have brought our basis of individual production almost up to that of the United States, we might as well lie down quietly and give up the attempt to reconstruct our industries. The question that remains unsolved is: Will British Labour take the long-sighted view? If it does, then we have no doubts as to the future of our industries. If it does not, and if it persists in returning to the pre-War





THE DUEL,—British flying boat v. German submarine.

methods of output restriction, then commercially and industrially we are doomed to early extinction.

**Peace-Time Flying** With peace coming into sight, more and more consideration is naturally being concentrated on the problems of industrial development after the War and in no direction more than in connection with aviation. Apropos the future of commercial aviation, Mr. Handley Page in an interview has delivered himself of some very commonsense views, which are very well worth quotation. He says:—

"In the first place, it does not follow that machines which have been made or are being made for war can be used for civil purposes. They are designed primarily to carry machine guns and bombs, and to give battle in the air rather than for peaceful pursuits. The type required for the carrying of passengers, mails, and goods will be built for that special need. It is certain to come, for the advances in aviation caused by the stimulus of the war are immensely greater than most people know.

"The great thing for the Government to remember is that they have to make the country reduce its enormous capital debt, and that can be done only by the development of industry. The aeroplane industry is like an undeveloped goldfield or coal-mine—a great potential source of wealth. Take from it by taxation the last halfpenny of profit and you will render its further expansion impossible. It deserves special treatment in the interests of those who put their skill and enterprise into it before the war, at loss to themselves, and in the interests of the State, to which the ultimate benefit of the developed industry will come.

"The State should allow private concerns to have full swing in the development of air transport, and should determine without delay what are to be the conditions which will regulate flying here and over foreign lands. None of our Dominions can be reached without passing over alien territory. An international agreement governing the matter should be effected. The Government should build aerodromes and control them, as the Port of London Authority controls the docks; but Government interference with the working of air lines should be no more than that exercised by Lloyd's over the Mercantile Marine."

We agree absolutely with the views expressed and particularly with the point made by Mr. Handley Page that the Government should state without delay what are to be the conditions which will regulate flying here and in foreign countries. The whole future of the industry is, naturally, dependent upon the conditions under which it is to be developed, or stifled, as the case may be. We are completely in the dark as to what shape the future regulations affecting aerial navigation will take, and until we know them it is utterly useless to make plans on any scale for the work of development. Is it intended that flying shall be a monopoly of the State, or will it be thrown completely open to private enterprise, virtually without let or hindrance? The answer is that in all probability there will be adopted a course lying somewhere between complete freedom and the absolute control by Governments, but just what line it will take it would be idle to speculate and until we do know approximately the industry is like a man in fetters—it can do nothing but wait and see what is to happen.

Again, what is going to happen with regard to the financial policy of the Government? Everyone is agreed that the present basis of taxation is only a makeshift, good enough for the purposes of the War, perhaps, but utterly ruinous to industry if perpetuated after peace. Something better must be substituted, but what? Government spokesmen have told us that there must and will be a change of some sort, but no one has the remotest idea of what our Government of opportunists and amateur econo-

mists have in mind. If we are not careful we shall wake up one morning to find the world again at peace and ourselves as unprepared for the commercial conflict as we were for the military in 1914. Surely the Cabinet has given *some* thought to the ways and means that will have to be adopted very shortly to put our industries and our national finance on a sane, sound basis. It may have done—probably has—but the point which seems to have been missed is that until the nation knows what is going to be done it cannot prepare a single plan ahead.

### The Aintree Strike

If ever there was strike Gilbertian in its origin and its ending it is the one which has just concluded in the National Aircraft Factory at Aintree. Several hundreds of men, principally carpenters and joiners have been on strike in order to defeat the very methods of work and payment they voted for themselves, and have actually succeeded in cutting their own throats as they desired. The strike has been settled by the men going back to work on the day-work principle, and all other schemes are abolished! No one seems to know precisely what all the trouble was about. The shop stewards were resolutely determined to stick to the payment-by-results scheme, over which the trouble originated, and did their best to expose the totally unconstitutional character of the strike. Their case is that the scheme, which the strikers opposed, was purely a workman's scheme, drafted by the men's own shop stewards, who themselves fixed the number of machines to be produced and the amount of output bonus to be paid. It is a collective workshop scheme in which all in the factory, including labourers, equally participate, and is not in any sense a scheme of individual piece rate stimulating suicidal competition between workers. It was adopted almost unanimously by a vote of all the crafts engaged, and has been more than justified by results, for the factory, which produced only one machine in six weeks before its introduction, turned out 25 in September and about 30 in October.

It certainly looks as though the trade unions concerned have been looking for trouble. There is neither reason nor logic in their attitude, which is alienating the allegiance of their members and the sympathy of the public. There is another point of view which may not altogether be lost upon those responsible for the strike. The factory affected is a national one, and with peace coming into sight there will arise the necessity for the demobilisation of many of these State-owned and controlled war factories, and it will not altogether be against the national interests for the workers to determine their own contracts by means of these vexatious strikes. If we take the case of Aintree as typical, we can see how greatly the problems of industrial demobilisation may be simplified by the simple process of the workers downing tools on any or no pretext. The workers, let us say, cease work on some pretence or other and the State in reply says: Very well, we can do without this factory and, you having ceased work, it will not open again. The workers have had very much of their own way during the War. In too many cases they have advanced demands that have been utterly unjustifiable, especially when we consider that the workers in essential war industries are as much a part of the national war machine as the soldiers in the trenches, and the Government has been forced



by the pressure of circumstances to give way to them. With the dawn of peace that pressure will be eased considerably and the necessity for giving way to all and every demand will have disappeared and we may look for a little more sanity and sweet reasonableness in the attitude of the Labour extremists. We trust it will be forthcoming.

**Rabies and the R.A.F.**

At first sight, as we mentioned the other week, the connection between rabies and the R.A.F. is not very apparent. It is stated, however, that the outbreak of the dread disease in Devon and Cornwall originated with a dog which was brought from France by aeroplane.

Questioned on the subject, the President of the Board of Agriculture seemed to have no knowledge of the facts and was compelled to admit that he could not account for the outbreak. The very definite statement has been made, however, that it did in fact originate as we have said. We have no doubt that the authorities of the Air Ministry will insist that the facts shall receive the very fullest investigation, and that if it can be proved to be as said the offenders will be visited with the punishment their criminal thoughtlessness deserves. We believe that at one time it was not at all unusual for dogs to be brought back from France by returning aviators, the object of this mode of conveyance being, obviously, to evade the quarantine which is very wisely insisted upon in the case of all dogs imported from abroad.

The practice has, naturally, been sternly discouraged by the authorities and most stringent orders have been from time to time issued against it. Therefore, if rabid dogs have been brought into the country in this way a double offence has been committed. Not only has the statute law of the country been broken, but a serious offence against discipline is disclosed and it is likely to go hard with the culprits.

We can quite understand how these offences originate and that they arise much more from thoughtless anxiety to be of service than from moral turpitude, but making every allowance for the heedlessness of

youth and the impressions likely to be made by a woman's appeal for assistance in getting her beloved Fido out of the hands of the guardians of the public safety, they certainly cannot be passed over lightly.

There is no more terrible disease than rabies. No one who has seen a case of hydrophobia has the smallest desire to repeat the experience. Thanks to the determined line taken by Mr. Walter Long some years ago, the disease was completely stamped out in the British Isles, and so far as we recollect there has not been a single case since the old Muzzling Order was rescinded. Now, owing to the thoughtless stupidity of some silly young ass, probably under the spell of some utterly selfish person of the opposite sex, we have it in our midst again.

There is one reflection that must inevitably arise in connection with this matter, and that is as to the difficulty of keeping an adequate check on the bringing over of any kind of contraband by air. We have no doubt time will bring a solution of the problem, but it is not easy to see how it is to be done when a very large proportion of our overseas traffic is conducted in the air. Smuggling ought to be easy. It is probable that all machines crossing the frontiers will be compelled by law to land at specific points for examination, but here it is going to be difficult to ensure that the would-be smuggler will comply with the law.

Obviously it is impossible to properly watch the whole length of the frontier of, say, Germany, and anyway at night or in misty weather a smuggling machine could get across without much difficulty. Something might be done by a system of examination at the point of departure and the issue of a certificate that the machine is not carrying goods which are dutiable or contraband in the country for which clearance is granted. Even here there is a great deal of room for evasion. The whole question bristles with difficulties. Doubtless a solution will be found—indeed, it must be found—but just where that solution lies we confess we do not see at the moment. Probably it may be in making the penalties so utterly drastic that it won't be worth while.

**R.A.F. Congratulations from the King**

THE King has sent the following telegram to the Secretary of State for the Royal Air Force:—

"I offer you and the Royal Air Force my warmest congratulations on the successful results of air fighting on October 30th, and on beating all previous records. Such achievements testify to the spirit which animates all ranks in their determination to maintain our mastery in the air, and cannot fail materially to assist the steady advance of my Armies in the field.

"GEORGE R.I., General-in-Chief."

**Lord Cowdray's Gift to R.A.F. Club**

THE Committee of the Royal Flying Corps Club are to be congratulated on the gift of £100,000 which has been given by Lord Cowdray, who was the first Air Minister, for the establishment of a Royal Air Force Club. Having nearly a thousand members, the Royal Flying Corps Club has found its temporary premises in Bruton Street overcrowded, and with the aid of this endowment the new Club will be able to arrange for more suitable and convenient premises. The letters accompanying the offer and acceptance of the gift are as follows:—

"16, Carlton House Terrace, S.W., October 30th.

"My dear General Brancker—In Sir David Henderson's absence, I have much pleasure in advising you and the members of the committee of the Royal Flying Corps Club that I herewith give £100,000 (cheque enclosed) for the purpose of providing the Service Club for the Royal Air Force.

This sum should ensure a permanent club home worthy of the airmen and of their brilliant and superlatively heroic work. If my offer be accepted, I shall invite my colleagues of the first Air Ministry, viz., Major Baird, Sir Godfrey Paine, Sir D. Henderson, Lord Weir, and yourself, and Mr. Percy Martin, also Sir Paul Harvey, the then Secretary to the Ministry, to join with me in the responsibility of finding a suitable building, and of preparing and equipping it as a club, and further, in drawing up the condition under which it should be handed over to the new Air Service Club.

"With all my heartfelt good wishes for the club and for God's care of its members, believe me, yours very sincerely,  
"COWDRAY."

The second letter is from General Brancker, at the Air Ministry, and reads:—

"My dear Cowdray—I take the earliest opportunity of tendering you, on behalf of the committee of the Royal Flying Corps Club, our most grateful thanks for your munificent gift, which is destined to provide a Service Club for the Royal Air Force. Your great generosity will, I am sure, provide a permanent club home worthy of the airmen, to whom you allude in such enthusiastic terms. A more valuable form of assistance at this point in the history of the youngest of the Services could not have been conceived, and your name will go down to the coming generation of airmen not only as their first Minister, but as their greatest personal benefactor.—Yours most sincerely,

"W. S. BRANCKER."

# HONOURS

It was announced in a Supplement to the *London Gazette* on October 29th, that the following decoration had been conferred for distinguished services rendered during the war:—

CONFERRED BY THE PRESIDENT OF THE FRENCH REPUBLIC.

## Legion of Honour.

*Officer*.—Cdr. F. C. HALAHAN, D.S.O., M.V.O. (now Temp. Col., R.A.F.) (the appointment as Chevalier of this Order gazetted on Jan. 25th, 1918, has been cancelled).

## Corrections.

In *Gazette* of May 1st, 1918, for C.P.O. Mech., 3rd Gr., T. W. Point, O.N. F5636, read C.P.O. Mech., 3rd Gr., T. W. Print, O.N. F5636.

It was announced in a Supplement to the *London Gazette* on November 2nd that the King has been graciously pleased to confer the Air Force Cross, and the Air Force Medal, respectively, on the undermentioned officers and other ranks of the Royal Air Force, in recognition of valuable flying services performed in their various capacities—Flying Instructors, Test, Ferry, and Experimental Pilots, &c., &c. :—

## Awarded the Air Force Cross

Capt. ROBERT STANLEY AITKEN, M.C. (R.G.A.).  
 Lieut. ALFRED MASON ALEXANDER.  
 Capt. ARTHUR DENIS WIGRAM ALLEN, D.S.C.  
 Maj. FRANK CECIL BAKER (D.C.L.I.).  
 Capt. ALAN GEORGE BISHOP (R. Mar.).  
 Lieut.-Col. (T. B.-Genl.) AMYAS EDEN BORTON, D.S.O. (R. Highrs.).  
 Capt. NORMAN HOWARD BOTTOMLEY (E. Yorks. Regt.).  
 Capt. KENNETH GORDON BOYD.  
 Capt. PHILIP BREND.  
 Sec. Lieut. DAVID LEYTON BROCKLESBY.  
 Lieut. (T. Capt.) WALTER BRUCE.  
 Lieut. (T. Capt.) PAUL WARD SPENCER BULMAN, M.C.  
 Lieut. ROBERT HENRY BURROWS.  
 Capt. WALTER HENRY EDWARD CAMPBELL.  
 Maj. REGINALD HUGH CARR, D.C.M.  
 Lieut. WILLIAM CATCHPOLE.  
 Maj. HILLARY FRANCIS CHAMPION (Rif. Bde.).  
 Lieut. CHARLES EDWIN CHANNING (A.S.C.).  
 Lieut. LESLIE CHIVERS.  
 Capt. BRIAN CHARLES CLAYTON.  
 Sec. Lieut. SIDNEY ROY CLUTTERBUCK.  
 Maj. (T. Lieut.-Col.) HOWARD LISTER COOPER (Hants. Yeo.).  
 Capt. (T. Maj.) CHARLES RUSSELL COX (Manch. Regt.).  
 Lieut. JAMES GOULDING CRANG.  
 Capt. CHARLES BEAUVOIR DALISON.  
 Capt. EDWARD PEVERILL MEGGS DAVIS.  
 Capt. JOHN FORBES ANDRE DAY.  
 Lieut. EDMUND STANLEY DEAN.  
 Capt. FREDERICK GEORGE DUNN.  
 Lieut. ALFRED NORMAN DUPONT (Leic. Regt.).  
 Sec. Lieut. (T. Capt.) LLEWELLYN EDWARDS.  
 Capt. HUMPHREY LEGGAT EVERITT.  
 Capt. CUTHBERT DORSET FELLOWES, M.C. (Staffs. Y.).  
 Capt. ALBERT WILLIAM FLETCHER.  
 Lieut. JAMES CLEMENT FODEN.  
 Capt. (T. Maj.) FRANK FOWLER, D.S.C.  
 Lieut.-Col. IVER GUY VAUGHAN FOWLER.  
 Capt. (T. Maj.) CHARLES TEVERILL FREEMAN, D.S.C.  
 Lieut. ERNEST JAMES GARNER.  
 Capt. EDWIN SPENCER GOODWIN.  
 Capt. NOEL GRABOWSKY.  
 Maj. JOHN BENJAMIN GRAHAM, M.C.  
 Lieut. STUART GRAHAM.  
 Capt. SAMUEL THOMAS LAWRENT GREER (R.A.).  
 Capt. (T. Maj.) EUSTACE OSBORNE GRENFELL, M.C. (R.G.A.).  
 Capt. IDWAL OWAIN GRIFFITH.  
 Capt. GEOFFREY HENRY HALL (Yeo.).  
 Maj. ARTHUR TRAVERS HARRIS.  
 Lieut. (Hon. Capt.) STAFFORD BERKELEY HARRIS.  
 Lieut. CHARLES JAMES WILFRED HATCHER.  
 Sec. Lieut. PATRICK JOSEPH HAYES.  
 Lieut. JOHN HIRST.  
 Capt. GEORGE RITCHIE HODGSON.  
 Capt. THOMAS EDWARD BARHAM HOWE.  
 Capt. LEDEL FINER HUTCHEON.  
 Capt. JOHN GRAHAM IRELAND.  
 Capt. (T. Maj.) ERNEST LIVINGSTONE JOHNSTON.  
 Capt. (T. Maj.) HENRY JULLEROT.  
 Capt. WALTER ERNEST KEMP (R. Lancs. Regt.).  
 Capt. HENRY WILLIAM KENDALL.  
 Sec. Lieut. ALFRED PERCY KNIGHTBRIDGE.  
 Capt. CONRAD TOLENDAL LALLY, M.C.  
 Lieut. (T. Capt.) JOHN FRANCIS LAWSON (R.G.A.).  
 Lieut. (T. Capt.) WILLIAM WILFRID LEETE (Ches. Regt.).  
 Capt. PHILIP EDMOND MARK LE GALLAIS (R. Suss. Regt.).  
 Lieut. (T. Capt.) FORREST LINDSAY (Lond. Regt.).  
 Lieut. (Hon. Capt.) JAMES LINE (A.S.C.).  
 Lieut. KENNETH BUCHANAN LLOYD (R.W. Fus.).  
 Capt. PERCY ERIC MAITLAND.  
 Lieut. ARNOLD BONNELL MASSEY.  
 Capt. DUNCAN GERALD MCGREGOR.  
 Capt. FREDERICK WARREN MERRIAM.  
 Lieut. JACK RALSTON MOORE.  
 Capt. FRANCIS WILLIAM MUSSON (N. Lancs. R.).  
 Sec. Lieut. HAROLD AURELIUS NESTER.  
 Lieut. CECIL HENRY NOBLE-CAMPBELL.  
 Lieut. CHARLES OSENTON (Can. I.).  
 Lieut. WILLIAM RONALD OULTON (Ches. R.).  
 Capt. HENRY LESTWYCH HADDON OWEN (Dorset Regt.).  
 Capt. JOHN PALETHORPE, M.C.  
 Lieut. CLAUDE PERN.  
 Capt. (T. Maj.) LESLIE HURST PETER, M.C. (R.E.).  
 Lieut. WILLIAM HENRY POOLE, M.M.  
 Capt. ERIC LUDWIG PRALLE.  
 Lieut. HAROLD OLIVER PROUT.  
 Capt. CECIL ARTHUR REA.  
 Lieut.-Col. LIONEL WILMOT BRAZAZON REES, V.C., M.C. (R.G.A.).  
 Capt. ARCHIBALD CUMBERLAND REID.  
 Lieut. ROBERT REGINALD RICHARDSON.  
 Lieut. (T. Capt.) HARRY VAUGHAN ROBINS, M.C. (King's R. Rif. Corps.).  
 Lieut. WILLIAM STANHOPE ROPE.

Capt. FRANK ROSE (W. Yorks. Regt.).  
 Capt. HERBERT BABINGTON ROBIN ROWELL (R.E.).  
 Capt. TREVOR EDWARD SALT (R. War. Regt.).  
 Lieut. WILFRED SANDERSON.  
 Maj. FREDERICK ESK SANDFORD.  
 Capt. KENNETH FOSTER SAUNDERS, D.S.C.  
 Capt. JOHN EDWARD SCOTT, D.S.C.  
 Capt. VICTOR REGINALD SCRIVEN.  
 Capt. WILLIAM HAROLD NELSON SHAKESPEARE, M.C.  
 Lieut. ERIC ANDREW SIMSON (R.F.A.).  
 Lieut. FRANCIS AUGUSTINE SMITH.  
 Maj. (T. Lieut.-Col.) SIDNEY SMITH, D.S.O. (R.F.A.).  
 Maj. ALEXANDER SOMERVAIL, M.C. (K.O.S.B.).  
 Maj. JOHN SOWREY.  
 Capt. (T. Maj.) OLIVER STEWART, M.C. (Middx. Regt.).  
 Lieut. (T. Capt.) JOHN STEVENSON STUBBS (S. Lancs. Regt.).  
 Capt. ALFRED GEORGE TAYLOR (Yeo.).  
 Lieut. FRANK GEOFFREY TAYLOR.  
 Capt. STANLEY WEDGEWOOD TAYLOR, M.C.  
 Lieut. COLLINGWOOD JAMES THOMPSON.  
 Capt. (T. Maj.) HENRY KARSLAKE THOROLD, D.S.C.  
 Lieut.-Col. HENRY THOMAS TIZARD.  
 Lieut. ALGERNON CYRIL TOWNEND.  
 Lieut. JOHN EDWARD TRATMAN.  
 Capt. EDWARD FISHER TURNER.  
 Maj. GEORGE CURZON OSBERT USBORNE (Can. M.G.C.).  
 Capt. ROBERT HOWELL CRASTER USHER, M.C. (Wilts. Regt.).  
 Capt. STANLEY FLAMANK VINCENT.  
 Capt. FREDERICK WILLIAM WALKER, D.S.C.  
 Lieut. WELDON PATRICK TYRONE WATTS.  
 Lieut. WILLIAM GEORGE WESTCOTT.  
 Lieut. GEORGE ROY WHITAKER (R.F.A.).  
 Lieut. CECIL GEORGE WIGGLESWORTH.  
 Maj. (T. Lieut.-Col.) ERNEST VICTOR SAMUEL WILBERFORCE.  
 Lieut. GERARD JAMES WILDE.  
 Capt. (T. Maj.) JOHN SCOTT WILLIAMS, M.C.  
 Capt. THOMAS BLENHEIM WILLIAMS.  
 Capt. HUGH ALLEN WILSON.  
 Capt. JOHN HERMANN WOOLNER.  
 Lieut. (Hon. Capt.) PERCY KEITH CECIL WRIGHT (A.S.C.).  
 Capt. ARTHUR MEREDITH WYNNE.  
 Lieut. WILLIAM ARNOLD GEMMELL YOUNG.

## Awarded the Air Force Medal

No. 206930 Chief Mech. WALTER LESLIE BATE (Finchley, N.).  
 No. 227647 Cpl. Mech. JAMES STANLEY BISS (Waltham Abbey).  
 No. 208252 Sergt. Mech. RICHARD HOWARD DERRY (Peckham, S.E.).  
 No. J23560 Cpl. FRANCIS HARRIS (Eltham, Kent).  
 No. 210361 Cpl. Mech. WILLIAM JOHN JOSEPH HIBBERT (Battersea, S.W.).  
 No. 217554 Sergt. ARTHUR WESLEY MARSHALL (Holloway, N.).  
 No. 3266 Sergt. Mech. HENRY MITCHELL (Renfrew, N.B.).  
 No. 3747 Sergt. Mech. REGINALD TOM PARRY (Ross, Herefordshire).  
 No. J246875 2nd Air-Mech. HAROLD RICHARDS (Cranwell).  
 No. 2172 Sergt. Mech. ARTHUR LEONARD ROBINSON (Sheffield).  
 No. 220399 Cpl. ALAN NELSON SMITH (Blakeney).  
 No. 220551 2nd Air-Mech. (W.) ASHLEY CHARLES SMITH (Stoke Newington, N.).  
 No. 204418 Chief Mech. GEORGE HENRY STRATTON (Great Yarmouth).  
 No. F5746 Chief Mech. ISAAC ROBERT VEITCH (Camden Town).  
 No. 219731 Cpl. Mech. RALPH EDWIN WRIGHT (Crouch End, N.).

The King has been graciously pleased to confer the undermentioned rewards on officers and other ranks of the Royal Air Force, in recognition of gallantry in flying operations against the enemy :—

## Awarded a Bar to the Distinguished Service Order

Capt. (T. Maj.) WILLIAM GEORGE BARKER, D.S.O., M.C.—A highly distinguished patrol leader whose courage, resource and determination have set a fine example to those around him. Up to July 20th, 1918, he had destroyed 33 enemy aircraft—21 of these since the date of the last award (second Bar to the Military Cross) was conferred on him. Maj. Barker has frequently led formations against greatly superior numbers of the enemy with conspicuous success. (D.S.O. gazetted February 18th, 1918; M.C. gazetted January 10th, 1917; 1st Bar, July 18th, 1917; 2nd Bar, September 16th, 1918.)

## Awarded the Distinguished Service Order

Lieut. (T. Capt.) ANDREW WEATHERBY BEAUCHAMP-PROCTOR, M.C., D.F.C.—A fighting pilot of great skill and a splendid leader. He rendered brilliant service on August 22nd, when his flight was detailed to neutralise hostile balloons. Having shot down one balloon in flames, he attacked the occupants of five others in succession with machine-gun fire, compelling the occupants in each case to take to parachutes. He then drove down another balloon to within 50 ft. of the ground, when it burst into flames. In all he has accounted for 33 enemy machines and seven balloons. (M.C. gazetted June 22nd, 1918; Bar to M.C., September 16th, 1918; D.F.C. gazetted, July 2nd, 1918.)

Lieut. (T. Capt.) HENRY JOHN BURDEN, D.F.C. (Can. Forestry C.).—Since joining his squadron in February this officer has accounted for 17 enemy machines—12 crashed, two driven down out of control and three destroyed in flames on the ground during an attack on an aerodrome. On the morning of August 10th he led his patrol in three attacks and himself destroyed three enemy machines. In the evening of the same day he destroyed two more. Two days later he attacked a large number of Fokkers, seven of which were destroyed, accounting for three himself. In this encounter Capt. Burden led his patrol with exceptional skill and daring. (The award of D.F.C. is also announced in this *Gazette*.)

Lieut. WILLIAM GORDON CLAXTON, D.F.C.—Between July 4th and August 12th this officer destroyed 10 enemy aeroplanes and one kite balloon, making in all 30 machines and one kite balloon to his credit. Untiring in attack in the air or on the ground, this officer has rendered brilliant service. (D.F.C. gazetted August 3rd, 1918; Bar to D.F.C., September 21st, 1918.)

Lieut. (T. Capt.) ARTHUR HENRY COBBY, D.F.C. (Australian F.C.).—On August 16th this officer led an organised raid on an enemy aerodrome. At 200 ft. altitude he obtained direct hits with his bombs and set on fire two hangars; he then opened fire on a machine which was standing out on the aerodrome. The machine caught fire. Afterwards he attacked with machine-gun fire parties of troops and mechanics, inflicting a number of casualties. On the following day he led another important raid on an aerodrome, setting fire to two hangars and effectively bombing gun detachments, anti-aircraft batteries, &c. The success of these two raids was largely due to the determined and skilful leadership of this officer. (D.F.C. gazetted August 3rd, 1918; 1st and 2nd Bars, September 21st, 1918.)





Lieut. STUART DOUGLAS CULLEY (Sea Patrol).—Ascended to a height of 19,000 ft., at which altitude he attacked an enemy airship and brought it down in flames completely destroyed. This was a most difficult undertaking, involving great personal risk, and the highest praise is due to Lieut. Culley for the gallantry and skill which he displayed.

Sec. Lieut. THOMAS BRIERLEY DODWELL.—On a recent occasion this officer, when acting as observer, performed a very gallant and meritorious action. In diving to the assistance of another machine, his own machine commenced to fall out of control. Despite this, he continued to engage three enemy machines that were attacking him, and eventually drove them off, an operation that called for great coolness and skill, as the shooting platform was most unsteady. Realising that the machine was out of control owing to the loss of lift in the tail plane, half of this being shot away, he left his cockpit, and, climbing along the wing, lay down along the cowl in front of the pilot, enabling the latter to obtain partial control of the machine and head for home. When nearing the ground he climbed back into his cockpit to allow the nose to rise, and the pilot succeeded in safely landing. The presence of mind and cool courage of this officer undoubtedly saved the machine, and deserves the highest praise.

Lieut. (T. Capt.) CEDRIC ERNEST HOWELL, M.C., D.F.C.—This officer recently attacked, in company with one other machine, an enemy formation of 15 aeroplanes, and succeeded in destroying four of them and bringing one down out of control. Two days afterwards he destroyed another enemy machine, which fell in our lines, and on the following day he led three machines against 16 enemy scouts, destroying two of them. Capt. Howell is a very gallant and determined fighter, who takes no account of the enemy's superior numbers in his battles. (M.C. gazetted September 16th, 1918; D.F.C. gazetted September 21st, 1918.)

Lieut. (T. Capt.) JAMES IRA THOMAS JONES, M.C., D.F.C., M.M.—Since joining his present Brigade in May last this officer has destroyed 28 enemy machines. He combines skilful tactics and marksmanship with high courage. While engaged on wireless interception duty he followed a patrol of nine Fokker biplanes, and succeeded in joining their formation unobserved. After a while two Fokkers left the formation to attack one of our artillery observation machines. Following them, Capt. Jones engaged the higher of the two, which fell on its companion, and both machines fell interlocked in flames. (M.C. gazetted September 16th, 1918; D.F.C. gazetted August 3rd, 1918; Bar to D.F.C., September 21st, 1918; M.M. gazetted August 10th, 1916.)

Capt. ALFRED HAROLD WHISTLER, D.F.C. (Dorset Regt.).—During recent operations this officer has rendered exceptionally brilliant service in attacking enemy aircraft and troops on the ground. On August 9th he dropped four bombs on a hostile battery, engaged and threw into confusion a body of troops, and drove down a hostile balloon returning to his aerodrome after a patrol of one and a-half hours' duration with a most valuable report. He has in all destroyed 10 aircraft and driven down five others out of control. (D.F.C. gazetted July 2nd, 1918.)

#### Awarded a Bar to the Distinguished Flying Cross

Lieut. HARRY BOWEN DAVIES, D.F.C.—During recent operations this officer helped to silence an enemy anti-tank battery, and inflicted heavy casualties on troops and transport. On the following day while on contact patrol his pilot was severely wounded. Lieut. Davies took control and brought the machine home safely, having obtained most valuable information as to the position of our patrol. This officer is conspicuous for his courage and coolness in action. (D.F.C. gazetted July 2nd, 1918.)

Lieut. (T. Capt.) THOMAS FALCON HAZELL, M.C., D.F.C.—This officer has accounted for 27 enemy machines and four kite balloons. On August 8th he shot down two machines out of control, and destroyed a third in the air. In these combats he was so heavily engaged that all his instruments were wrecked, and only one strand of his elevator control cable was intact. Relentless in attack, Capt. Hazell displays disregard of personal danger in a marked degree. (The award of the D.F.C. to this officer is also announced in this Gazette. M.C. gazetted July 26th, 1918.)

Lieut. (T. Capt.) CHARLES ROBERT REEVES HICKEY, D.F.C., Sea Patrol (Can. Mtd. Rifles).—A very determined air fighter who has destroyed seven enemy machines and brought down nine completely out of control during the past three months. His skill and initiative as a flight commander have made his flight very successful. Last month he destroyed two machines and brought down two more out of control in one day, and the remainder of his flight, at the same time succeeded in disposing of several more enemy aircraft without sustaining any casualties. (D.F.C. gazetted August 3rd, 1918.)

Capt. RICHARD HILTON, M.C., D.F.C. (R.G.A.).—A most courageous and determined officer who has rendered valuable service on low reconnaissances. On August 8th, after dropping bombs to form smoke screens, he was attacked by five scouts; his observer was wounded, but Capt. Hilton, flying at an extremely low altitude, with great skill evaded his pursuers and landed safely. His machine was so badly damaged that it had to be replaced. (D.F.C. gazetted September 21st, 1918; M.C. gazetted June 3rd, 1916.)

Lieut. (T. Capt.) SOLOMON CLIFFORD JOSEPH, D.F.C., Sea Patrol.—A very gallant and skilful officer. He led his formation under a large force of enemy aircraft with a view to inducing them to descend to attack him. In this *ruse de guerre* he was successful, and, in accordance with arrangements previously made, another formation of our machines then appeared on the scene, and a combined attack was made on the enemy, resulting in the destruction of four aeroplanes and three more being brought down completely out of control. Since the award of the Distinguished Flying Cross was conferred on this officer less than two months ago he has personally destroyed one enemy machine, brought down another out of control, and has helped to destroy a third. Capt. Joseph was wounded on the occasion of the combined attack. (D.F.C. gazetted September 21st, 1918.)

Lieut. (T. Capt.) SAMUEL MARCUS KINKADE, D.S.C., D.F.C.—On a recent date this officer engaged a large party of troops in a wood. The engagement lasted for an hour, but so persistent was his attack that the enemy finally broke and dispersed. During this attack he was harassed by six hostile scouts. Later on he shot down an enemy two-seater in our lines. A bold and daring airman. (D.S.C. gazetted February 22nd, 1918. D.F.C. gazetted July 2nd, 1918.)

Sec. Lieut. (Hon. Lieut.) GRAHAM NOBLE THOMSON, D.F.C. (H.L.I.). This officer showed great daring during a recent counter-attack by the enemy. Flying at a height of 100 ft., he engaged the advancing troops and rendered the greatest assistance in bringing this attack to a standstill and inflicting very heavy casualties. On the conclusion of this engagement he continued his patrol along the corps front, obtaining most valuable information. (The award of the Distinguished Flying Cross is also announced in this Gazette.)

Lieut. (T. Capt.) CHRISTOPHEL JOHANNES VENTER, D.F.C.—A brilliant patrol leader, who has since May last destroyed 11 enemy machines. In an engagement between six of our machines and nine of the enemy, five of the latter were destroyed, Capt. Venter accounting for one. Later on the same day he, in company with three other officers, engaged four Fokkers. In the combat that followed all four enemy machines were destroyed, this officer shooting down one. (D.F.C. gazetted August 3rd, 1918.)

Lieut. (T. Capt.) JOSEPH LEONARD MARIES WHITE, D.F.C. (Can. M.G.C.).—In company with another pilot this officer recently attacked a hostile formation of 14 scouts. One of these he shot down in flames, and a second

out of control. Capt. White not only displays courage and skill of a high order in attacking machines in the air and troops on the ground, but he has rendered excellent service on reconnaissance duty, obtaining most valuable information. (D.F.C. gazetted August 3rd, 1918.)

Lieut. HORACE NORMAN YOUNG, D.F.C.—In a recent engagement this officer displayed marked courage and determination. He bombed and silenced an anti-tank battery, and then attacked some motor transport, destroying four lorries. Later on he engaged with machine guns enemy troops and transport, causing a stampede, returning to our lines with a most valuable report as to the position of our troops. Unfortunately, on the following day he was seriously wounded. (D.F.C. gazetted July 2nd, 1918.)

#### Awarded the Distinguished Flying Cross

Sec. Lieut. CYRIL FREDERICK AMBLER (R. Ir. Fus.).—This officer has rendered most valuable service on photographic and other reconnaissance duty. He displays indomitable courage and perseverance, notably on a recent photographic reconnaissance when his machine was fiercely attacked by seven Fokker biplanes. In the face of intense fire he continued to serve his guns with coolness and precision, but was compelled twice to retire from the area; exhibiting dogged determination, he returned on each occasion and eventually drove off the enemy aircraft and obtained the requisite photographs. His machine was riddled with bullets.

Sec. Lieut. ALEXANDER MELVIN ANDERSON (Observer, No. 6 Sqdn.).—This officer performed most gallant and meritorious service on August 21st when on contact patrol. In the morning, flying in the mist at 200 ft., and subjected to heavy hostile fire, he located our cavalry and the enemy positions. In the afternoon he made a most valuable and accurate report and situation map. While on this duty his pilot was wounded and forced to land just west of our lines; Lieut. Anderson extricated him from the machine under heavy fire and carried him to a dressing station.

Lieut. RODERICK CHARLES ARMSTRONG (Australian Flying Corps).—During recent operations this officer was engaged in reconnoitring a certain area at low altitude; receiving no response to his repeated calls to our infantry for flares, owing to the supply being exhausted, he descended to an even lower altitude in order to recognise and locate our troops, and so completed an accurate and detailed report of the area, displaying gallantry and determination of a high order, for he was subjected to intense machine-gun fire during the whole time.

Capt. RUPERT NORMAN GOULD ATKINSON, M.C.—A gallant and determined officer whose services over the lines since May last in long-distance and photographic reconnaissances, and as leader of bomb raids, have been of a very high order. On a recent occasion, when on solitary photographic reconnaissance at 15,000 ft., his machine was attacked by eight Fokker biplanes; one of these he shot down. (M.C. gazetted October 18th, 1917.)

Lieut. HERBERT AXFORD (Can. Inf.).—On August 16th this officer led his formation to bomb certain docks; these docks were exceptionally well guarded, and our planes were heavily handicapped by adverse weather conditions; moreover, the formation had suffered casualties, and his own machine was badly damaged; he nevertheless succeeded in reaching and bombing his objective in the face of an intense barrage. On the following day he again successfully bombed the same objective. Lieut. Axford has taken part in 34 successful bomb raids, inspiring all who serve with him by his personal courage and intense devotion to duty.

Lieut. THOMAS LATHAM BAILLIEU (Australian Flying Corps).—On a recent reconnaissance this officer, owing to a low visibility, was compelled to descend to a height of from 20 to 100 ft. in order to locate our troops; this he succeeded in doing, and, after flying for an hour and a half at this low altitude, he returned with an accurate report of the situation in that area. Returning a few hours later, he obtained further information regarding the line in that locality, though exposed to heavy machine-gun fire.

Lieut. LEO KINGSLEY BAKER.—Whilst engaged in making a reconnaissance of our advanced line, this officer was severely wounded in the thigh. Fearing, on his return journey, that he would be unable to reach his aerodrome owing to exhaustion due to loss of blood, he landed near a main road. He refused to allow his wounds to be attended to until he had written and despatched by motor-cyclist a clear and concise report of the position of our lines, showing devotion to duty worthy of high praise.

Lieut. RONALD BURNS BANNERMAN.—During recent operations this officer has done gallant service. While on an offensive patrol with two other machines he was attacked by several Fokker biplanes, and, in the engagement, he shot down one. In addition, he has destroyed four other enemy machines.

Lieut. HORACE DALE BARTON.—A courageous and dashing officer who has accounted for 14 enemy machines, destroying two, forcing two to land in our lines, and driving 10 down out of control. In addition, he has destroyed a kite balloon which was flying at a height of 500 ft.; engaging it at close range he drove it down in flames.

Lieut. (T. Capt.) GERALD GORDON BELL (E. Ontario R.).—This officer has had numerous engagements with hostile aircraft, invariably displaying marked gallantry and leadership of a high order, notably on June 1st, when he, accompanied by another pilot, attacked a formation of 12 enemy scouts; he shot down one in flames and drove down others out of control, only breaking off the engagement when all his ammunition had been expended.

Lieut. REGINALD CALVERT BENNETT.—This officer has carried out 37 bomb raids, 12 photographic flights and 11 reconnaissances. In many of these operations he has met with serious opposition, and frequently adverse weather conditions have greatly interfered with his work. Gallantly and doggedly he has faced all difficulties and has rendered most valuable service.

Capt. FRANK BILLINGE (Manch. R.).—A gallant officer who displays determination and judgment. When on a night reconnaissance his engine suddenly failed and he was compelled to head for home. At this moment he was attacked by an enemy aeroplane. Owing to engine trouble he was forced to avoid an engagement, and only escaped by the exercise of marked skill and resource. With great difficulty he managed to cross our trenches at a height of 200 ft., crashing into the reserve trenches behind. Although considerably shaken and bruised he and his observer proceeded to the nearest signal station and sent in their reconnaissance report.

Lieut. (T. Capt.) WILLIAM OTWAY BOGER (Strathcona's Horse).—This officer has taken part in 28 offensive patrols and 12 combats, accounting for four enemy aeroplanes—two destroyed in flames and two driven down out of control. As a leader he shows marked coolness and bravery, notably on a recent patrol when, as he was leading his four machines, he saw nine Pfalz scouts. Unable to rise to their height he led his patrol just beneath them in order to tempt them to attack. As the enemy did not respond he repeated the manoeuvre; the scouts then came down, and in the engagement one was shot down out of control. Reforming his patrol he met two more scouts, one of which he destroyed in flames.

Lieut. (T. Capt.) CLIFFORD BOWMAN.—A fine leader, conspicuous for his courage and cool judgment, who has taken part in over 50 bombing raids, in the majority as leader. On one occasion the formation he was leading was attacked by 15 Fokkers. In spite of determined efforts on the part of these hostile machines the objective was successfully bombed, direct hits being obtained. By skilful manoeuvring the formation returned safely, having destroyed four enemy aeroplanes during the flight. On the evening of the same day when again leading an attack on the same objective the formation was attacked by 20 hostile machines; having destroyed four of them he brought the formation safely back over our lines.



Sec. Lieut. SAMUEL ALLEN BRABNER, Sea Patrol.—An observer officer who has set a high example by his keenness and devotion to duty on night flying. He has been engaged in 21 bombing raids in a period of three months.

Lieut. (T. Capt.) REGINALD CAREY BRENTON BRADING.—This officer has accounted for seven enemy machines—two shot down in flames and five out of control. In addition he has displayed marked skill and bravery in attacking troops and transport. Four times in one day he engaged troops, &c., on the roads with machine-gun fire, inflicting casualties and causing great confusion.

Lieut. (T. Capt.) STANLEY GEORGE BREARLEY (Australian F.C.).—During recent operations information as to the rear disposition of enemy troops in a certain sector was urgently required. To obtain this Capt. Brearley proceeded over the enemy lines in the face of heavy anti-aircraft fire to a distance of 12,000 yards at an altitude of only 1,800 ft. He, assisted by his observer, made an extensive reconnaissance, and brought back a most accurate and detailed report, which proved of the greatest value. The work of this officer is invariably reliable and accurate.

Lieut. (T. Capt.) DOUGLAS ROMAN BROOK.—On the night prior to one of our attacks this officer was detailed for a very important duty which entailed his patrolling a certain portion of our advanced lines. The weather was so unfavourable that under ordinary circumstances no flying would have been attempted, the clouds being only some 200 ft. above the ground, and, in addition, there was a thick ground mist. Under these adverse conditions flying could only be carried out with great risk. Regardless of this, with rare courage, Capt. Brook made three flights up and down our front line. He has carried out 68 successful night bombing raids, at all times proving himself a bold and determined airman.

Lieut. JONATHAN MARTIN BROWN, 35th Squadron.—This officer has shown exceptional skill and courage in obtaining oblique photographs of enemy positions during recent operations. These photographs were of vital importance in carrying out our attack; realising this, Lieut. Brown, despite most adverse weather conditions, succeeded in taking them and they were of the greatest value to our troops. His conduct is deserving of the highest praise.

Lieut. ROBERT FYFE BUICK.—A most able officer who has carried out a number of successful shoots in co-operation with our artillery, resulting in serious damage to the various objectives. He has also taken a large number of valuable photographs. In these services Lieut. Buick is deterred by no difficulties whether due to adverse weather conditions or hostile opposition, displaying at all times gallantry and marked determination.

Lieut. (T. Capt.) HENRY JOHN BURDEN (Can. Forestry C.).—This officer took a prominent part in a most successful low bombing attack on an aerodrome. He obtained a direct hit on the objective allotted to him. He further set fire to three enemy machines on the ground with machine-gun fire. On the return journey he attacked a canal boat. In each case flying at a very low altitude. A gallant and able patrol leader, who has destroyed three enemy aeroplanes and driven one down out of control, in addition to the three destroyed on the ground. (The D.S.O. awarded to Capt. Burden is also announced in this Gazette.)

Lieut. ELDON ABRAHAM BURN.—This officer has taken part in 34 successful raids and carried out seven long-distance reconnaissances, displaying marked determination and devotion to duty. On one patrol his machine was badly damaged, both upper longerons being completely severed. Despite this he flew for another hour and completed the patrol. On another occasion he was attacked by two Fokker biplanes, one he drove down out of control. He was then compelled to land in "No Man's Land," his engine having cut out. He and his observer eventually reached our lines, having spent two hours in "No Man's Land."

Lieut. (Acting Flight Comdr.) MAURICE HENRY BUTLER, Sea Patrol.—Has carried out 24 bombing raids in a period of three months, and has also been very successful in obtaining valuable information by night as to enemy movements. He is an excellent Flight Commander, and has always displayed great keenness in the execution of his duties.

Lieut. (T. Capt.) ROBERT DIXON CALEY.—Between July 1st and 26th this officer carried out 44 most successful shoots, displaying remarkable skill, keenness in observation and courage. In a flight lasting 3½ hours, in spite of most adverse weather conditions and in face of anti-aircraft fire, he directed three counter-battery shoots with most satisfactory results, heavy damage on enemy positions and explosions being observed.

Sec. Lieut. (T. Lieut.) ERNEST HAROLD CANNING (Gloucester Regt.).—This officer has displayed marked courage and skill in bombing enemy transport, &c., at low altitudes. He took a conspicuous part in the attack on bridges over a certain river; subjected to very heavy machine-gun fire he descended to 150 ft. to exactly locate their position, and bombed them from a low altitude.

Lieut. SYDNEY CARLIN, M.C., D.C.M. (R.E.).—A gallant and determined pilot, who sets a fine example to his squadron. Though handicapped by the loss of a leg, he is bold and skilful in attack, and has destroyed four balloons and shot down two enemy machines. (M.C. gazetted October 20th, 1916; D.C.M. gazetted August 5th, 1915.)

Lieut. (Temp. Capt.) FRANK MORLEY CARTER.—A fine leader, who has taken part in numerous bombing raids, many at very low altitudes. He has done valuable service in reconnaissance duty, his reports being invariably accurate and informing. During the recent operations his squadron has suffered severe casualties, and it is due in no small measure to his personal influence that the fighting spirit of the squadron has been maintained at a high level.

Lieut. (T. Capt.) BASIL EVERARD CATCHPOLE, M.C.—This officer has at all times set a magnificent example of courage and determination to his flight, and it is very largely owing to his energy and judgment that the marked success which has been obtained by his flight, both in observation for our long range artillery and in photography of their objectives, is due. (M.C. gazetted September 16th, 1918.)

Lieut. AUSTIN WHITTAKER CHADWICK.—This officer has completed 166 hours war flying. Bold in attack, he possesses both initiative and skill. During the recent operations he has rendered very valuable services, silencing a hostile battery, putting out of action a machine gun, and breaking up an enemy column in retreat. He has also carried out important reconnaissance duty.

Lieut. (T. Capt.) JACK COTTLE.—On August 20th this officer engaged a two-seater, which crashed. On the evening of the same date he shot down another two-seater, which fell within our lines. In all he has destroyed or shot down seven enemy machines. He is a determined leader of patrols, and conspicuous for devotion to duty.

Lieut. CHARLES STANLEY LOMAS COULSON.—During the late operations this officer has set a brilliant example of courage and skill, notably on one occasion when, observing a party of the enemy in a trench firing at some of our infantry, he repeatedly dived on the trench, firing at the occupants and distracting their attention from our troops. Eventually he was wounded twice in the leg but succeeded in reaching his aerodrome.

Sec. Lieut. (T. Lieut.) WILLIAM BENSON CRAIG, Sea Patrol (Can. F. Art.).—Whilst acting temporarily as flight leader on one day last month he personally destroyed three enemy machines, and the remainder of his flight accounted for three more. Lieut. Craig has been engaged in numerous air battles, and always displays fine spirit, ability and determination in carrying out his duties. He has personally brought down two enemy machines, completely out of control, in addition to those referred to above.

Lieut. JAMES ERIC CRODEN.—During recent operations this officer has displayed conspicuous courage and devotion to duty in attacking from low altitudes enemy troops and transport with machine-gun fire. He has also rendered valuable service on reconnaissance duty.

Sec. Lieut. (T. Lieut.) ALAN ROWLEY CROSTHWAITE.—When on a photographic reconnaissance this officer made a very gallant fight. His machine was attacked by six scouts at close range; engaging one at 50 yards' range, he drove it down out of control. He continued to engage the remaining five scouts until his ammunition was nearly expended, when, five of our scouts coming to his assistance, the enemy was driven off. Lieut. Crosthwaite has taken part in 55 bombing raids, 32 photographic reconnaissances and several combats.

Capt. SYDNEY DALRYMPLE.—A gallant and skilful leader who has been instrumental in destroying at least five enemy machines. He has carried out many reconnaissances under very difficult circumstances and brought back most valuable information, including photographs of the enemy's position.

Lieut. GEORGE WILLIAM FRANCIS DARVILL.—When returning from a bombing raid this officer, singlehanded, engaged three Fokkers. Despite the fact that his observer's gun jammed, he drove down one out of control, which was seen to crash. He has carried out 44 successful bombing raids, several of which he has led. In addition, he has rendered valuable service on photographic and other reconnaissance duty. A keen and zealous officer who sets a fine example of devotion to duty to younger pilots.

Lieut. DOUGLAS ARTHUR DAVIES (Wilts. Regt.).—This officer sets a fine example of gallantry and courage, notably on two occasions. On June 12th he, singlehanded, engaged four enemy scouts, one of which he shot down in flames and a second out of control, the latter was seen to catch fire on reaching the ground. Some weeks later he led his patrol of four scouts against a formation of 11 hostile machines; two of these were shot down in flames, the wings fell off another, and the remainder dispersed.

Sec. Lieut. JAMES GORDON DENNIS.—On a recent bombing raid this officer was engaged in a formation which was attacked by 20 of the enemy, and in the ensuing fight, he was severely wounded. He at once signalled to his observer to take charge of the machine, but the observer had also been wounded and was unable to comply. Lieut. Dennis decided that his duty demanded that he should remain with his formation to the end of the battle, and this he did, notwithstanding the loss of blood from his wounds. He succeeded in taking his machine back to our lines—a distance of over 40 miles—a feat which surprised his commanding officer.

Lieut. (T. Capt.) HENRY ROGER DE WILDE.—This officer has proved himself a bold and skilful airman. On a recent date, having bombed an enemy dump, he dived on troops who were detaining near; the enemy scattered and fled, so vigorous was his attack. Later on the same day he engaged several large parties of infantry in the streets of a town, inflicting casualties and causing confusion.

Sec. Lieut. BRUCE DONALD.—A most reliable and gallant observer, who has done remarkably well when flying with Lieut. Buick. Relying in full confidence on Lieut. Donald's ability and courage, Lieut. Buick carried out shoots, and took photographs, unescorted, at considerable distances over the enemy's lines.

Lieut. (T. Capt.) MICHAEL LAWRENCE DOYLE (Quebec R.).—This officer has completed 40 bomb raids, 20 low bomb and ground raids, and six photographic reconnaissances, making 66 distinct flights, 29 of which he has led with conspicuous success. His gallantry, judgment, and foresight are marked, and furnish a fine example to all.

Sec. Lieut. SAMUEL LILBURN DUNLOP.—On a bomb raid the machine in which this officer was observer was attacked by a number of aeroplanes; one of these he shot down in flames. On the return journey he was again attacked, and he succeeded in shooting down a second machine in flames. In this latter attack his pilot was severely wounded, and fainted. Sec. Lieut. Dunlop immediately took the controls. Leaning over the fuselage to support his pilot, steering the machine and at intervals firing on the enemy aircraft as they closed on him, he made for our lines, and with the help of the pilot, who had recovered consciousness, landed in safety. A very fine performance, reflecting the greatest credit on this officer's courage and skill, more especially as he had only joined the squadron three weeks previously.

Lieut. (T. Capt.) WILLIAM BOYD ELLIOTT.—This officer has taken part in 100 bombing raids, in the majority of which he has been leader, a position for which he has the essential qualities in a marked degree, viz., courage, resolution, and resource. While leading one bombing raid his formation was attacked by 30 hostile machines; 10 of these were destroyed, the objective was successfully bombed, and the formation returned without the loss of a machine. This brilliant success was mainly due to Captain Elliott's skilful leadership.

Lieut. (T. Capt.) CARL FREDERICK FALKENBERG (Quebec Regt.).—A bold, and skilful airman, who has destroyed four enemy machines and driven down four out of control. In addition, he has performed many gallant deeds in attacking troops, transport, &c., on the ground.

Lieut. CONWAY MACALISTER GRAY FARRELL.—This officer rendered conspicuous service on August 8th in attacking enemy troops and transport with machine-gun fire and bombs. Having silenced a machine gun, he attacked some transport, driving off the personnel. Later on he attacked a dump and carried out a reconnaissance in an area where our cavalry were reported to be held up, rendering a most valuable report of the situation. Eventually, in a combat with about 40 scouts, he was shot down. He has destroyed or taken a leading part in the destruction of seven enemy machines.

Lieut. (T. Capt.) WILLIAM HASTINGS FARROW.—A brilliant fighting pilot, who never hesitates to engage the enemy, regardless of the latter's numerical superiority. His courage and tenacity sets a fine example to others in his formation. He has led numerous offensive patrols, and has personally destroyed five enemy machines and shot down two others out of control.

Lieut. GORDON AIRD FLAVELLE.—On the night before one of our attacks this officer was detailed for a special and most important duty, which necessitated patrolling our advance lines. He attempted to leave the ground at 10 p.m., but was forced to return owing to low clouds and driving rain. Two hours later he made a second attempt in what appeared almost impossible weather conditions; he, however, persevered. Flying on a compass course, and judging the time necessary for the flight, he reached his objective and patrolled the lines for two hours and fifty minutes, returning to his aerodrome in a state of complete exhaustion after a flight of 3½ hours. The courage, skill, and determination exhibited by this officer cannot be too highly commended.

Lieut. (T. Capt.) ERNEST WILLIAM FLETCHER (Essex Regt.).—This officer is a very brilliant artillery observer; in this service he displays remarkable skill combined with clear judgment and perseverance. The success that has attended the numerous operations in which he has taken part is largely due to the valuable services rendered by this officer. By his energy and fine example he has brought his flight to a high state of efficiency.

Lieut. GEORGE BUCHANAN FOSTER.—This officer has destroyed four enemy machines and driven a fifth down out of control. He is an intrepid fighter, who on one occasion, in company with another pilot, attacked two kite balloons, shooting down one in flames and driving down the second in deflated condition.

Lieut. CHARLES FRANKLIN GALBRAITH.—Throughout the recent operations this officer has carried out work of outstanding merit in attacking enemy troops on the ground and in obtaining information as to the position of our



infantry and cavalry and those of the enemy. He has also taken photographs from very low altitudes, and which are urgently required.

Lieut. (T. Capt.) WILLIAM CHARLES GARDNER.—During recent operations this officer has rendered most valuable and gallant service in creating smoke screens with bombs and in engaging enemy troops. Dauntless in attack, by his utter disregard of danger he sets an example worthy of emulation by all.

Lieut. (T. Capt.) CECIL VERNON GARDNER.—A bold and skilful leader, who has carried out many offensive patrols, proving himself at all times to be a brilliant fighting pilot. During recent operations he has accounted for eight enemy machines.

Lieut. GEORGE BRIAN GATES.—On a recent occasion this officer, single-handed, engaged two enemy two-seaters, bringing down both in flames. He has, in addition, destroyed a third machine and shot down two kite balloons in flames. On whatever duty engaged—bombing, attacking troops on the ground, or fighting in the air—this officer displays consistent courage and skill.

Lieut. (T. Capt.) JOHN GORDON GILLANDERS (18th Sqdn.).—This officer has carried out 29 successful bombing raids, 16 photographic flights, and 36 reconnaissances, and his work has been admirable, characterised by marked ability. In the course of these numerous flights he has never hesitated to engage enemy aircraft, thereby on many occasions materially assisting his formation.

Lieut. FREDERICK WARRINGTON GILLET.—When attacking a kite balloon, a two-seater guarding it advanced to engage him; Lieut. Gillett shot the machine down, and, turning to the balloon, which was being rapidly hauled down, he dropped two bombs at the winch and fired a drum into the balloon, which deflated but did not catch fire. In addition to this two-seater, this officer has accounted for two other machines and a kite balloon.

Sec. Lieut. (Hon. Lieut.) FRANK GODSON (Linc. Yeo.).—This officer displayed great presence of mind and courage on a recent patrol. An enemy machine dived on him; after a short combat he forced this machine to land; he was then attacked by 20 enemy aeroplanes. In the fight that ensued his pilot was wounded, but Lieut. Godson, assisting the pilot by using the back control, continued the engagement and shot down one of the planes in flames. With his assistance the pilot brought the machine back to our lines.

Capt. JOHN FARQUHAR GORDON (Gord. Highrs.).—An exceptionally able leader, who has carried out 31 bombing raids and 20 photographic reconnaissances. Many of these flights were of great distance and carried out at a very high altitude, calling for great courage and stamina. This officer possesses these qualities in a marked degree, and his example has been of the greatest service to his squadron.

Sec. Lieut. (T. Lieut.) ROBERT MACINTYRE GORDON (Sea Patrol).—In three months this brilliant young pilot has destroyed or driven down eight enemy machines. On all occasions he displays remarkable gallantry and dash, never hesitating to fly to the assistance of other pilots when they are in difficulties. In one combat his action saved his flight commander.

Lieut. JOHN GOULD-TAYLOR (Australian F.C.).—On August 28th, when on reconnaissance, this officer was attacked by five Fokker biplanes; with characteristic boldness and skill he drove them off, shooting down one out of control. He then continued reconnaissance, sending down calls on three hostile batteries (which were neutralised), six parties of transport and two trains. During recent operations this officer has rendered most valuable service in sending down calls, displaying keenness of observation and great power of endurance. While on this duty he never hesitates to attack the enemy as opportunity occurs.

Lieut. GAVIN LYNEDOCHE GRAHAM.—A bold and gallant officer, whose success in attacking troops and transport with bombs and machine guns has been marked. He has also proved himself a skilful fighter in the air, having destroyed eight enemy machines and driven down two others out of control.

Lieut. WILLIAM EDRINGTON GRAY (Sea Patrol).—Since May last this officer has destroyed three enemy machines and has taken part in five low-bombing raids. He is a most efficient officer, possessing great presence of mind, and invariably displaying cool courage in difficult situations. On a recent occasion he led a formation of 40 machines to bomb an aerodrome; this was most successfully accomplished, and was largely due to Lieut. Gray's able and skilful leadership.

Lieut. ARTHUR EDWARD GRIGSON (Australian F.C.).—A very gallant and resolute officer who has crashed four enemy aircraft. On August 1st, while observing for one of our batteries, he saw an enemy aeroplane that had brought down four of our batteries; he at once dived from 4,000 to 200 ft. and engaged it; in the combat the enemy machine crashed.

Lieut. VICTOR EMMANUEL GROOM.—An officer of great courage and dash who never hesitates to attack the enemy regardless of the superiority in numbers. While on a recent patrol this officer was one of a formation of eight that engaged 25 hostile scouts. Lieut. Groom shot down one, and his observer (Lieut. Hardcastle) a few minutes later destroyed another. On a later date, accompanied by the same observer, they were attacked by 12 scouts, two of these they shot down.

Lieut. BRNEST HARDCASTLE.—This officer displayed great courage and skill on two occasions when he was observer in company with Lieut. Groom. While on patrol their formation of eight attacked 25 hostile scouts; he and Lieut. Groom accounted for two. On another occasion, when with the same officer, they were attacked by 12 scouts, two of these they shot down.

Lieut. EDWARD DELTA HARDING.—This officer shows exceptional keenness and determination in carrying out long-distance night raids. On many occasions it has been mainly due to his ability and skill as an observer and navigator that the objectives have been reached. He is an officer of high merit.

Lieut. (T. Capt.) TOM FALCON HAZELL, M.C.—This officer is conspicuous for his bravery and skill, having destroyed 20 enemy machines and four kite balloons. On one occasion, while attacking troops on the ground, he observed seven enemy scouts above him; he at once engaged them shooting down one out of control. Some days later he, with another pilot, attacked a kite balloon, driving it down in flames; they then attacked a second balloon, driving it down in a deflated condition. (The award of a Bar to the D.F.C. is also announced in this *Gazette*; M.C. gazetted July 26th, 1918.)

Lieut. (T. Capt.) REGINALD STACEY HELLIER (S. Lanc. Regt.).—On August 8th, whilst on contact patrol, Capt. Hellier found great difficulty in determining our line by means of flares; consequently he descended to a low altitude, and, after a prolonged patrol, he brought back detailed information as to the position of the enemy. During the operation he was subjected to heavy rifle and machine-gun fire, and it was mainly due to this fire that he was able to locate the enemy. A fine performance, which necessitated the exercise of high courage and determination, qualities in which this officer excels.

Sec. Lieut. (Hon. Lieut.) NORMAN WILLIAM HELWIG (C. Ontario Regt.).—This officer has taken part in 38 bomb raids, 12 photographic flights, and 19 reconnaissances. In all these his success has been marked, due to his keen power of observation and intense devotion to duty. He has on several occasions been specially commended by the Army Intelligence Staff for his good photographic work and useful reconnaissance reports.

Lieut. (T. Capt.) ALFRED STEWART HEMMING.—A courageous and dashing officer, whether engaging hostile aeroplanes in the air or attacking enemy troops, transport, &c., on the ground. He has accounted for eight enemy machines—three destroyed and five driven down out of control. During

recent operations his boldness in engaging enemy troops was noteworthy and deserving of high praise.

Lieut. (T. Capt.) JAMES EDMUND HIBBERT, M.C. (S. Lancs. Regt.).—This officer shows a magnificent example of courage and devotion to duty. During recent operations he engaged with his machine gun a company of enemy infantry that was holding up our front line, pressing his attack with such effect that the enemy was forced to retire under cover. On another occasion, when on patrol, his machine was hit by our barrage and he was forced to land in front of our advanced troops. He salvaged valuable portions of his machine and regained our lines with valuable information. (M.C. gazetted June 3rd, 1916; 1st Bar, December 20th, 1916; 2nd Bar, June 22nd, 1918.)

Lieut. (T. Capt.) WILLIAM CARROLL HILBORN.—An excellent patrol leader who on all occasions displays courage, endurance and skill. He has accounted for six enemy aircraft.

Lieut. PHILIP TERENCE HOLLIGAN.—This officer has taken part in 50 bomb raids and photographic reconnaissances, and has rendered valuable and gallant service. During the battle of the Marne his reports regarding enemy movements, positions of batteries and troops were exceptionally full and accurate and were of the greatest value.

Lieut. WILL HUBBARD.—A bold and determined fighter in the air and against troops on the ground. On the 26th of August he engaged three enemy two-seaters, shooting down one out of control. Owing to his pressure pump being shot away in the combat he reached our lines with great difficulty, landing only 150 yards west of our front line. Undisturbed by the fact that the machine was under direct observation and subjected to heavy fire he removed all the instruments and pegged the machine down before leaving. In all he has accounted for five enemy aeroplanes.

Lieut. (T. Capt.) JOHN ELLIS LANGFORD HUNTER, D.S.C. (Sea Patrol).—A fine fighting pilot and flight leader. On September 12th, whilst leading his formation on escort duty, he engaged nine Fokker biplanes. He destroyed two and drove a third down out of control. In this combat he was severely wounded in the leg. (D.S.C. gazetted November 30th, 1917.)

Lieut. WILLIAM GEORGE HURRELL.—This officer has taken part in 61 flights. On 20 of these he has been the leader's observer, and the success of the operations has been largely due to his confidence and courage. Reconnaissance reports by this officer have proved most accurate, and the information he has obtained has been of great value. His work generally is characterised by marked skill and determination.

Sec. Lieut. (Hon. Lieut.) ROBERT KIRK INCHES (R.E.).—A gallant and skilful observer in long-distance bombing raids, in 31 of which he has been engaged in addition to 13 successful reconnaissances. Lieut. Inches, who has since been killed, has always shown the greatest determination in carrying out his dangerous duties, flying very low in order to ensure that his bombs dropped on the targets—enemy railway junctions, aerodromes, &c.

Lieut. (T. Capt.) HAROLD MERVYN IRELAND.—On August 20th this officer was leader of a large formation detailed for a long-distance bombing raid on certain enemy docks. A strong and adverse wind was blowing and thick clouds almost obscured the ground, rendering the task of reaching such a distant objective one of great difficulty. Carefully studying the compass and making what he considered due allowance for the wind, he led his formation to a point which he judged would be in the vicinity of the objective. A break in the clouds showed that he was correct, and the docks were effectually bombed. During the five months Capt. Ireland has been with his present squadron he has led 43 long-distance raids, and the foregoing is only one instance of many in which he has shown judgment, skill and determination of a very exceptional nature.

Lieut. (T. Capt.) WILLIAM ROY IRWIN.—This officer is a fine leader, displaying tactical skill and personal gallantry. On August 10th he led his flight down to attack 15 Fokkers. In the engagement that ensued he showed brilliant leadership and personal courage, accounting for two machines himself. He has destroyed five enemy aeroplanes and brought down three out of control.

Lieut. MANSSELL RICHARD JAMES.—An excellent scout pilot who has at all times shown great skill, courage and determination attacking enemy machines. During a short period of time he has destroyed nine enemy aeroplanes.

Lieut. ARTHUR EYUEN DE MONTAIGNE JARVIS (E. Ontario Regt.).—A bold and determined fighter. On July 26th he engaged and shot down an enemy machine, which was seen to crash. Later on the same date he attacked a hostile two-seater and forced it to land near our lines; both occupants were taken prisoners.

Lieut. (T. Capt.) VICTOR FREDERICK JAYNES.—This officer has carried out 31 solo reconnaissances and 41 bombing raids. The majority of these have been at great distances over the lines, necessitating flights of three and a-half hours to four hours duration. He rendered exceptionally good service on a recent important photographic reconnaissance, taking 22 successful exposures and obtaining much valuable information. This reconnaissance duty demands energy, endurance, and skill, in which qualities Capt. Jaynes excels.

Lieut. (T. Capt.) THOMAS GORDON JEFFERIES (R.F.A.).—During the recent fighting this officer has been conspicuous for his gallantry on many occasions, notably on August 24th, when, seeing a body of some 600 hostile infantry and limbers advancing west, he immediately engaged them, diving and firing his front gun at 1,500 ft. Subjected to very heavy field and machine-gun fire, he pressed home his attack with vigour, and at 1,000 ft. dropped his six bombs on the infantry, who dispersed in all directions. His observer then opened fire, which completely disorganised the enemy. At this period of the combat Capt. Jefferies was wounded in the calf, and, although his leg was completely numbed, he brought his machine back to his aerodrome and handed in his report.

Sec. Lieut. WILLIAM STANLEY JENKINS, Sea Patrol.—An intrepid pilot who has met with much success in numerous battles. On one day last month he led three machines in an attack on seven of the enemy. He engaged in combat with four separate enemy machines, set fire to one at a height of 14,000 ft., and then, getting on the tail of another, fired 150 rounds into it, resulting in complete destruction. Lieut. Jenkins has, on previous occasions, destroyed or brought down out of control six enemy aircraft.

Lieut. (T. Capt.) LIONEL HERBERT JONES.—This officer is a most expert artillery observer, and carries out his shoots with remarkable speed and accuracy. Determined to carry out his allotted task, neither adverse weather conditions nor heavy hostile fire daunts him. He affords a striking example to his squadron of what can be accomplished in face of great difficulties by courage and resolute will, combined with judgment and skill.

Lieut. EDWARD HAINES JOHNSON.—This officer has taken part in 76 bombing raids and 22 photographic reconnaissances. He is a keen and able airman who never shirks responsibility. On a recent bombing raid several machines, owing to most unfavourable weather conditions, were compelled to return. Lieut. Johnson at once took the lead, and, collecting the remaining machines, he led them over the objective, which was effectively bombed.

Lieut. (T. Capt.) EDGAR CHARLES JOHNSTON.—A brilliant and most dashing leader who greatly distinguished himself on September 4th. Leading his flight of four machines (including his own), he saw a patrol of 14 Fokkers. Undaunted by the disparity in numbers, he, without hesitation, engaged and completely defeated them. He shot down one machine in flames himself, and three others were driven down out of control. Continuing his patrol, he shortly afterwards saw a second formation of eight Fokkers. His machine was badly shot about and much of his ammunition expended, but this did not deter him from at once attacking them. In this engagement three



Fokkers were accounted for, one of which he himself shot down, thus making a total of seven enemy machines disposed of by his flight of four in one morning. A very fine performance, reflecting the greatest credit on all engaged.

Lieut. (T. Capt.) CHARLES LEY KING, M.C.—This officer has done excellent work both on reconnaissance duty and in co-operation with our artillery. In the latter service he shows remarkable skill and keen observation. In carrying out a shoot on August 31st, 848 rounds were fired in five and a-half hours, and four pits were destroyed—a fine performance, reflecting great credit on this officer's capability. (M.C. gazetted September 16th, 1918.)

Lieut. HAROLD ALBERT KULLBERG.—This officer has destroyed six enemy aeroplanes and has taken part in seven engagements when others have been destroyed by members of his patrol. A bold and keen officer who possesses a fine fighting spirit.

Lieut. (T. Capt.) CAMILLE HENRI RAOUL LAGESSE.—When on wireless interception duty Capt. Lagesse, in company with another officer, was attacked by seven scouts. Engaging one, he followed it down from 11,000 ft. to 2,000 ft., when it crashed. Bold in attack, skilful in execution, he has proved himself on many occasions to be a fine aviator.

Capt. HERBERT JOSEPH LARKIN.—In the recent fighting this officer has led 12 offensive patrols, and these patrols have destroyed 21 enemy machines and driven down four out of control. The success of his squadron is due not only to his most able leadership, but also to the fine fighting spirit he inspires by his personal courage and disregard of danger.

Lieut. (T. Capt.) ALERED ALEXANDER LEITCH, M.C.—This officer has already been awarded the Military Cross for gallant service. His devotion to duty and consistent courage is an inspiring example to all. During the recent operations he heavily bombed an enemy dump, causing several fires; he then attacked hostile troops in the vicinity. Frequently he has returned to our lines with his machine riddled with bullets. (M.C. gazetted September 16th, 1918.)

Lieut. HARRY FEARNLEY LONGBOTTOM.—On the morning of August 21st this officer was detailed to gain contact with our advanced cavalry. Owing to a dense mist he was compelled to fly at a very low altitude—200 ft.—and he was subjected to heavy machine-gun fire. He, however, achieved his object, and, continuing his patrol, he was, in the afternoon, able to render to the Cavalry Divisional Headquarters a most valuable and accurate report with full details as to the position of our troops and that of the enemy. His machine was badly shot about, and he was wounded in the face, but with praiseworthy devotion he continued his patrol until wounded in the knee; he then turned home and landed just west of our lines in a state of collapse. His is a fine example of endurance and courageous determination.

Lieut. WALTER HUNT LONGTON, A.F.C.—On August 22nd this officer led his formation of six machines to attack an equal number of enemy scouts. All the latter were accounted for, four being crashed and the remaining two driven down out of control. A brilliant performance, reflecting the greatest credit on this officer as leader, and all who took part in this engagement. During the last seven weeks Lieut. Longton has destroyed seven enemy machines. (A.F.C. gazetted June 3rd, 1918.)

Lieut. (T. Capt.) FREDERICK IVES LORD.—A gallant officer, bold in attack and skilful in manoeuvre. On June 27th he, single-handed, attacked and destroyed a Fokker biplane. On his return journey he observed one of our formations engaged with a number of Pfalz scouts; joining in the combat he shot down one which crashed.

Lieut. EMILE JOHN LUSIER.—During recent operations this officer has driven down out of control or destroyed seven enemy machines, and, with the aid of two other pilots, has accounted for a further two. Three of these he destroyed in one day. In these combats he has proved himself an officer of very high courage, eager to attack without regard to the enemy's superiority in numbers.

Maj. WILFRED ASHTON McCLOUGHRY, M.C. (Australian F.C.).—The squadron commanded by this officer has been remarkably active and successful in attacks at low altitudes on trains, transports, billets and low-flying machines; this success is largely due to his inspiring personality, fine leadership, and the boldness in attack he invariably displays. One evening he bombed a train, which was compelled to stop; he then attacked it with machine-gun fire at 200 ft. altitude. Afterwards he engaged a two-seater machine, which unfortunately escaped owing to failures in both his machine guns. Having remedied these, he attacked a party of infantry, which he dispersed, several casualties being noted. (M.C. gazetted July 18th, 1917.)

Lieut. WILLIAM MYRON MACDONALD.—A very gallant and determined officer, who never hesitates to attack the enemy however superior in numbers the latter may be. On a recent occasion he engaged, single-handed, five scouts, destroying two, both of which crashed. In all he has accounted for seven machines.

Lieut. (T. Capt.) MALCOLM CHARLES MCGREGOR.—On August 22nd this officer displayed great gallantry and skill in an engagement between six of our scouts and a similar number of the enemy; all the latter were accounted for, Capt. McGregor driving down one out of control. In all he has seven enemy aircraft to his credit—four destroyed and three driven down out of control.

Sec. Lieut. (T. Lieut.) HAMISH DUNCAN McLAREN (Sea Patrol).—Has been engaged in 36 bombing raids, the majority being on enemy docks and shipping, and has always displayed courage, determination and ability in carrying out his duties. He has succeeded in these raids, notwithstanding the intense anti-aircraft fire which is invariably encountered, as well as enemy aeroplanes numerically superior.

Lieut. ROBERT McLAUGHLIN.—On the morning of August 8th this officer successfully bombed enemy transport and engaged three machine-gun sections, killing and scattering these detachments. Later on, while bombing a dump, he was attacked by eight Fokkers, who shot him down in flames. Except for slight burns he escaped injury, and, returning to his squadron, he was once more flying in the afternoon, having specially requested to be allowed to do so. A splendid example of courage and determination.

Lieut. JOHN McMILLAN MacLENNAN.—During the recent operations this officer has rendered brilliant service and set a most inspiring example. In one attack his petrol tank was shot through and his machine was badly damaged; he nevertheless continued his offensive against troops on a main road, inflicting many casualties.

Lieut. ARTHUR WILLIAM MACNAMARA.—His photographic reconnaissance during the last few months has been exceptionally good. Frequently, when on this duty, he has been attacked by hostile planes, but has invariably completed his work before returning. On one occasion, when 10,000 yards over the line, he was attacked by superior numbers. By skilful manoeuvring he drove them off and continued his photographic work, exposing 126 plates, despite the fact that his machine was badly shot about.

Lieut.-Col. WILLIAM FOSTER MACNEECE, D.S.O. (R.W. Kent R.).—An exceptionally brave and efficient officer. From July 2nd to August 9th he was in command of a balloon wing, and by his energy and personal example inspired all ranks with a spirit of emulation difficult to surpass. During this period he carried out numerous shoots in co-operation with our artillery, and obtained much valuable information for our Intelligence Department. On August 9th his balloon was attacked by an aeroplane and shot down in flames. Lieut.-Col. MacNeece parachuted, but received severe injuries when landing. (D.S.O. gazetted January 1st, 1917.)

Lieut. WILLIAM EWEN MACPHERSON.—This officer has taken part in 52 bombing raids and carried out 20 photographic reconnaissances. The following is only one instance of the dogged resolution and cool courage invariably

displayed by Lieut. Macpherson. When on a photographic reconnaissance he was attacked by seven Fokkers. The engagement was prolonged and fierce, and twice he was compelled to retire from the area; but, returning a third time, he succeeded in driving off the enemy, and he then completed his reconnaissance, obtaining 72 photographs. His machine was riddled with bullets and he and his observer returned utterly exhausted.

Lieut. KEITH DOUGLAS MARSHALL.—A very skilful, gallant, and determined air fighter, who has been engaged in 27 successful bombing operations since May 1st, 1918. Lieut. Marshall was the leader of a formation recently detailed to attack an enemy aerodrome, which resulted in the destruction of three enemy machines and eight hangars; no casualties were sustained by his party. This officer was engaged a few days later in a combined attack on a great enemy war factory. Just as the bombs were falling an enemy formation of 15 machines appeared, and Lieut. Marshall, as leader, turned quickly in their direction, which disconcerted the enemy so completely that they at once scattered and were unable to reform. During the progress of this bombing expedition 32 enemy machines were encountered.

Lieut. CHARLES MIDDLELEY MAUD.—A bold Scout Pilot, who possesses in a high degree the true fighting spirit. He has shot down seven enemy machines.

Lieut. NORMAN WILLIAM REGINALD MAWIE (Lond. Regt.).—A courageous and skilful leader, who has destroyed nine enemy machines and four kite balloons. While leading his patrol of five scouts he observed a hostile formation of 15 scouts. Nothing daunted by the disparity in numbers, he at once engaged them, driving down three himself. During a recent patrol he engaged two kite balloons, one of which he shot down in flames at 25 ft. altitude. Later, he attacked an anti-tank gun, stampeding the horses and causing the gun to overturn in a ditch. In this patrol he was seriously wounded, but flew his machine back to his aerodrome.

Lieut. DOUGLAS WILLIAM MACKINTOSH MILLER.—Between May 19th and July 26th this officer carried out 10 photographic reconnaissances, frequently at very low altitudes, and on each occasion his machine was damaged by enemy machine-gun fire; the photographs obtained were most excellent. In addition to this, Lieut. Miller has rendered most valuable service in contact patrols. Often compelled to fly at very low altitudes owing to smoke barrage and other reasons, his machine frequently suffered damage, but in spite of all difficulties he, with marked perseverance and courage, was most successful in locating our troops.

Lieut. EDWARD STANLEY MORGAN.—On August 16th this officer took part in a bomb raid on enemy docks—a well-guarded objective. The weather conditions were most unfavourable. A strong wind compelled the machines to move slowly, and high white clouds made them an easy target for anti-aircraft fire. On nearing the objective the flight leader was shot down and Lieut. Morgan assumed command. He was met by an intense barrage. A second machine was seen to fall, and the pilot of a third was severely wounded, but Lieut. Morgan, persisting in his attack, reached and successfully bombed the objective. The cool determination and gallantry displayed by this officer deserves high praise.

Lieut. CLAUD LOUIS MORLEY.—On August 10th this officer saw that a party of our cavalry charging down a road were being fired at by two machine guns. Diving to within a few feet of the ground, he engaged one of the guns silencing it. This is only one of many acts of gallantry performed by this officer, who displays entire disregard of personal danger.

Lieut. (T. Capt.) ERNEST THOMAS MORROW.—On August 22nd, whilst leading an offensive patrol, this officer attacked 10 Fokker biplanes and Pfalz Scouts, driving down one in flames. In the engagement he was wounded and became unconscious; regaining consciousness, he found that his machine had got into a spin and was on fire. With a supreme effort, although very weak, he succeeded in landing within our lines, where he was with great difficulty extricated from the burning machine. A bold and determined officer, who has destroyed four enemy aeroplanes and driven down two out of control.

Lieut. (T. Capt.) HARRY MUNDEN (Som. L.I.).—On August 8th, when on cavalry contact patrol, this officer flew at 500 ft. altitude for two and a-half hours endeavouring to establish the exact locality of our troops. During this time he was subjected to intense machine-gun fire, and was, moreover, attacked by formations of four and nine Fokkers, and later by 30 scouts. Most gallantly he engaged these, but, finding the odds too great, he retired. As soon as the hostile machines had left him he returned to continue his patrol, although his machine was riddled with bullets. No difficulties damp this officer's keenness and perseverance.

Lieut. THOMAS WALTER NASH (Sea Patrol).—After four months' excellent service as a pilot this officer was appointed Flight Commander. His brilliant leadership has fully justified his selection. On a recent patrol his formation accounted for six enemy planes, he himself destroying two. We suffered no casualties mainly owing to the skill and judgment displayed by Lieut. Nash.

Lieut. GEORGE OAKLEY NEWTON.—During recent operations this officer has displayed conspicuous courage in attacking enemy troops and transport in the face of intense hostile fire. No difficulties daunt him, and he can always be relied upon to carry out the task allotted him.

Lieut. (T. Capt.) ALLEN ROBERT NOCK, Sea Patrol (R. War. Regt.).—Has been engaged in 20 bombing raids during a period of three months, and has met with great success in night attacks on enemy aerodromes and docks.

Lieut. JAMES HENRY O'CONNELL.—This officer has been ballooning continuously for two years, and his flying time amounts to about 600 hours. On several occasions his balloon has been subjected to severe shell fire, but he has invariably carried on his observation work, calm and collected, thereby setting a fine example to other observers, notably on a recent occasion, when his balloon, under heavy fire from a long-range gun, was eventually so badly hit that it commenced to fall. Lieut. O'Connell continued to give observations until he was forced to descend in a parachute.

Lieut. WILLIAM JOHN PACE.—Since this officer joined his squadron in March last he has carried out five photographic reconnaissances and taken part in thirty-two bombing raids. His work has been distinguished throughout by keenness, efficiency and determination. When attacked by hostile planes he has invariably shown coolness and initiative, never hesitating to assist weaker pilots in critical situations. On photographic reconnaissances he has rendered most valuable service.

Maj. LAWRENCE ARTHUR PATTINSON M.C. (R. Fus.).—This officer is not only a capable and most efficient squadron commander but also an exceptionally fine leader of bombing formations. On September 7th he led a combined formation of twenty-two machines; they were attacked by some thirty aircraft, who made the most determined effort to prevent our formation reaching their objective. By skilful leadership and manoeuvring Maj. Pattinson repulsed the attack and dispersed the enemy formation. Leading well over the target excellent results were obtained. (M.C. gazette June 3rd, 1918.)

Lieut. WILLIAM JAMES PFACE.—On the night previous to one of our attacks this officer was detailed for a very important duty, which entailed the patrol of a section of our lines. The weather conditions were most adverse, but after two attempts this officer started in dense clouds and rain. Flying by compass he reached his objective, and for three hours patrolled the line. A very fine performance, calling for high courage and perseverance, in face of the difficulties due to weather conditions.

Lieut. ALAN MACMILLAN PHILLIPS, Sea Patrol.—A very gallant pilot, who displays great determination. During the past month he attacked, with one other machine, ten enemy seaplanes, and destroyed one of them, making four in all, since joining his present squadron in June, 1918. On numerous occasions he has descended to very low altitudes to bomb enemy shipping



and on four occasions he obtained direct hits. Recently he set out to attack a strongly-defended enemy post, and, notwithstanding fierce firing from anti-aircraft guns, he set fire to a block of sheds and an enemy coastal motor-boat.

Lieut. (T. Capt.) HARRY PUCKLE (Leic. R.).—This officer was detailed to lead a reconnaissance of three machines to take photographs of a certain area, an escort of fighting machines being told off as escort. While waiting for the escort the weather became threatening. Knowing that the photographs were urgently required, Capt. Puckle decided to proceed without the escort. Hostile aircraft was particularly active that day, and the three machines were repeatedly attacked, but in face of strong opposition this officer persevered in his duty and succeeded in taking the photographs required. This is but one example of the intrepid leadership and disregard of danger invariably displayed by this officer.

Sec. Lieut. FRANCIS JAMES RALPH.—A brave and skilful observer who has taken part in many combats with enemy aircraft, invariably displaying cool courage and presence of mind. On a recent occasion our patrol of eleven machines, after bombing a railway junction, was attacked by fifteen enemy scouts. One of these, which was engaged by this officer's pilot, crumpled and fell. The formation was then attacked by seven Fokkers from above, one of which was shot down by Sec. Lieut. Ralph.

Capt. ARTHUR CLUNIE RANDALL.—A daring and skilful airman who during recent operations has accounted for six enemy aeroplanes. He is conspicuous for his determination and devotion to duty.

Lieut. ARTHUR EDEN REED.—On a recent occasion, when on wireless interception duty, this officer attacked two Albatross two-seaters, both of which were destroyed. Lieut. Reed shooting down one and his observer the other. On another occasion he attacked two enemy machines, destroying one; the second fled. A bold and skilful airman.

T. Capt. GEORGE THOMAS REID (Can. Forestry C.).—A very competent and gallant observer in long-distance bombing raids, in thirteen of which he has been successfully engaged. Capt. Reid displays great skill in selecting the correct altitude for unloading his bombs, and his determination is most marked in all his work.

Lieut. ALAN RICE-OXLEY (Shrops. L.I.).—In company with another machine this officer attacked an enemy formation of fifteen aeroplanes, and promptly destroyed two of them. He then repeatedly attacked the remaining thirteen machines, who were crowding on his companion, and the battle ended in the destruction of six of the enemy and one driven down out of control. Two days afterwards, he destroyed two more enemy aircraft. The gallantry displayed by this officer, and that of his companion, Capt. C. E. Howell, in attacking fifteen machines, was of the very highest order.

Capt. LEONARD HENRY ROCHFORD, D.S.C.—This officer has already been awarded the Distinguished Service Cross and Bar for gallantry and devotion to duty—qualities in which he revels. Since the award he has accounted for twelve enemy aircraft—six destroyed and six driven down out of control. (D.S.C. gazetted April 26th, 1918.) Bar gazetted June 7th, 1918.)

Lieut. THOMAS ROSE.—This officer has accounted for nine enemy machines during recent operations. Possessing in a marked degree the real offensive spirit, he sets a notable example to the other pilots of his squadron by his utter disregard of personal danger.

Lieut. (T. Capt.) CHARLES ROSS.—Since October last this officer has carried out 240 hours' service flying, mainly on long solo photographic reconnaissances at very low altitudes. In this arduous and trying service he has shown exceptional skill, perseverance and courage, notably on one very important reconnaissance, when he was attacked by ten enemy aeroplanes. Engaging one at close range, this officer shot it down in flames, and in face of the hostile attack he completed the reconnaissance.

Lieut. CHARLES GORDON ROSS.—A bold and skilful airman who has during the last few months, accounted for four enemy machines. On August 8th, when on offensive patrol, he engaged a two-seater, driving it down. On his return journey he saw a hostile balloon, which he destroyed, the observer escaping in his parachute.

Lieut. EDWARD FEARNLEY ROWNTREE (Australian Flying Corps).—Between August 8th and 11th this officer carried out six contact patrols at very low altitudes and in face of heavy machine-gun fire. No difficulty deters this officer from accomplishing his task. On August 11th, while subjected to heavy machine-gun fire, he flew for an hour and a half over a certain area and eventually established the position of our line; this was the more difficult owing to the low visibility at the time.

Lieut. (T. Capt.) BENJAMIN ROXBURGH-SMITH.—This officer has shot down six enemy aeroplanes during the last few months. Bold in attack, skilful in defence, he is a valuable airman.

Lieut. HORACE WILLIAM RUSSELL.—This officer displayed remarkable gallantry on August 11th. Being on a low patrol he saw that our advancing troops were held up by a nest of six machine guns. These he engaged with his own machine gun, repeatedly diving so low as almost to touch the ground, and eventually silencing the hostile guns, thus enabling our troops to occupy the position. Having expended all his ammunition he returned to his aerodrome, and obtaining another machine (his own being almost shot to pieces) he again joined the attack. A brilliant and most gallant performance.

Lieut. (T. Capt.) HUGH WILLIAM LUMSDEN SAUNDERS, M.C., M.M.—An officer of exceptional courage, who, since he was awarded the M.C., has destroyed five enemy aircraft and shot down two balloons in flames. While on patrol he observed a formation of seven hostile scouts below him. Diving to attack he engaged the leader and firing short bursts at close range shot him down nose foremost; the remainder of the formation scattered in all directions. (M.C. gazetted September 16th, 1918.)

Lieut. (T. Capt.) GEORGE JOHN SCARAMANGA (N. Staffs. R.).—During recent operations this officer has rendered most brilliant service on numerous contact patrols, and the information he has brought in has materially contributed to the success of our operations. On August 23rd, the situation in a certain area was very obscure; this officer carried out a patrol lasting two-and-a-half hours, and, flying at a very low altitude, he drew the enemy's fire and so located their troops. Proceeding up and down the line he was enabled to render a very valuable and accurate report of the situation. His machine was badly shot about, having 44 bullet holes. Later in the day, on another contact patrol, which lasted two hours, he saw two enemy howitzers drawn by eight horses, in retreat; diving to 30 feet he fired 200 rounds, killing six horses and sixteen men; the rear howitzer was left behind in a ditch. On another occasion when on contact patrol, lasting two-and-a-half hours he was attacked by three formations of four, six and seven hostile aircraft respectively at different times; all these he drove off and completed his patrol.

Lieut. THOMAS ROBERTSON SCOTT.—The work of this officer in co-operation with our artillery and in contact patrols is of a very high standard. In the latter duty his services have been exceptionally valuable, notably on a recent occasion when his prompt action in signalling the enemy's advance materially contributed to the defeat of the counter-attack.

Lieut. (T. Capt.) WILFRED SELWYN.—On August 8th, this officer engaged some 300 enemy troops; having inflicted heavy casualties by bombing he pressed home his attack with machine-gun fire until he himself was shot down. Two days later, leading a patrol of three, he observed an enemy two-seater escorted by eight scouts approaching an area where our troops were assembling for an attack; without hesitation he attacked the two-seater, and, despite the efforts of the scouts to protect it, shot it down. A courageous officer with cool judgment, he has destroyed three machines and driven down three others out of control.

Lieut. FRANK ALYN SEWELL (Australian Flying Corps).—Lieut. Sewell has proved himself a cool and courageous officer on many occasions. He has destroyed three enemy machines. On August 11th he rendered conspicuous service; flying for two hours under 200 ft. altitude he established the locality of our line by actual recognition of our troops, bringing back a most valuable report. During the whole time he was subjected to heavy hostile machine-gun fire.

Lieut. WILLIAM ERNEST SHIELDS.—A gallant officer who inspires others by his courage and dash. In six weeks he destroyed six enemy aircraft and drove down three others out of control. On one occasion he, single-handed, engaged three scouts, driving down two of them.

Lieut. WALTER CARL SIMON.—This officer has carried out 16 successful reconnaissances, many at long distances, and frequently strongly opposed by hostile aircraft. In this service Lieut. Simon has shown great ability and determination, rendering excellent reports and obtaining much valuable information. In the encounters with hostile aircraft he has proved himself a gallant and skilful fighter.

Sec. Lieut. EDWARD ARTHUR SIMPSON.—On their return from a bombing raid, the formation, with which this officer was serving as an observer, was attacked by 25 to 30 Fokkers. In the running fight that ensued, Sec. Lieut. Simpson, with marked coolness and judgment, shot down two machines in flames and caused two more to crash. He has displayed gallantry and courage in many bomb raids, and he rendered exceptional service during the Marne operations.

Lieut. CHARLES JOHN SIMS (Sea Patrol).—In a recent raid on an aerodrome this officer at 200 ft. altitude bombed the objective, obtaining a direct hit; he then descended to about 50 ft. altitude and attacked some Fokker biplanes lined up outside the hangars. He is an officer of exceptional courage and ability, possessing remarkable powers of observation.

Lieut. AUSTIN EDWARD SMITH (Dorset Regt.).—This officer has rendered valuable and gallant service in carrying out shoots in co-operation with our artillery and on reconnaissance duty. He is a most steady and reliable pilot, and his unflinching perseverance has largely contributed to the success of the many shoots in which he has taken part.

Lieut. JAMES LEF SMITH (Australian F.C.).—This officer has shown conspicuous bravery in attacking enemy kite balloons and in carrying out reconnaissances of very low altitudes. While on a recent patrol far over the enemy lines he observed a kite balloon, he at once attacked it at low altitude. While thus engaged, he was himself attacked by an enemy machine; this he drove off and he then completed his patrol, obtaining valuable information of enemy back areas.

Lieut. (T. Capt.) WALTER ALFRED SOUTHEY.—A gallant and skilful officer. On August 9th, observing a large body of enemy troops and artillery on a road, he descended to 50 ft. and bombed them, causing heavy casualties; he then engaged them with machine-gun fire, inflicting further loss and scattering them in all directions. He displays great courage in the air, having accounted for seven enemy aircraft.

Lieut. ARTHUR ROWE SPURLING.—On his return from a recent bombing raid, this officer was separated from his formation owing to clouds. After flying for some 20 minutes, and thinking that he was over our lines, he came down to find his position; seeing an aerodrome, he was preparing to land when, at 2,000 ft., a Fokker biplane attacked his machine; Lieut. Spurling then observed some 30 machines of the same type heavily camouflaged; with great gallantry he dived through the centre of the formation, shooting down one machine in flames; two others were seen to be in a spin, one of which crashed. Five of them then closed on his machine, but by skilful manoeuvring Lieut. Spurling enabled his observer to shoot down two of these in flames. The three remaining aircraft broke off the combat and disappeared in the mist. A fine performance, reflecting the greatest credit on this officer and his observer.

Capt. CHARLES RONALD STEELE (York Regt.).—A bold and skilful leader who inspires confidence in those who serve with him. On August 13th, while leading an offensive patrol of five machines, he observed six enemy scouts; attacking these he shot down one out of control, his observer driving down a second. In this engagement he became separated from his patrol; seeing this, eight scouts dived to attack him; one of these his observer shot down out of control. Eventually he rejoined his patrol and led them back to the aerodrome. In all he has destroyed three enemy machines and driven down four others out of control.

Lieut. (T. Capt.) WILLIAM GORDON STEVENSON.—A fine leader, who has taken part in 26 successful raids, displaying marked skill and gallantry, notably on July 7th, when with five other machines he carried out a successful raid. On the return journey the formation was engaged by 10 hostile aircraft, who made repeated and determined attacks; that these attacks were repulsed without loss was largely due to the cool judgment and strong initiative shown by this officer.

Lieut. (T. Capt.) DAVID ARTHUR STEWART, M.C.—An able leader, conspicuous for initiative and dash. He has destroyed three enemy machines, and has, in addition, taken part in numerous bombing raids, reconnaissances and photographic flights. In the majority of these he has been leader, and frequently in order to obtain accurate information he has led his flight at very low altitudes. (M.C. gazetted April 22nd, 1918; Bar to M.C., June 22nd 1918.)

Lieut. JAMES ALEXANDER STEWART.—A gallant and very capable pilot, who has been engaged in 13 successful night bombing long-distance raids. He has never failed to achieve his object under the most trying weather conditions. He displays excellent judgment as to correct altitude from which bombs should be dropped, and consequently has invariably hit his objectives.

Lieut. MALCOLM GILBERT WATSON STEWART.—This officer rendered most valuable service in co-operation with our artillery during the operations between August 8th and 14th, notably on the latter date, when, engaged in observing for a battery, he saw a party of the enemy evacuating their trenches; diving, he attacked them with bombs and machine-gun fire, inflicting many casualties.

Lieut.-Col. LOUIS ARBON STRANGE, M.C. (Dorset Regt.).—To this officer must be given the main credit of the complete success attained in two recent bombing raids on important enemy aerodromes. In organising these raids his careful attention to detail and well-thought-out plans were most creditable. During the operations themselves his gallantry in attack and fine leadership inspired all those taking part. (M.C. gazetted March 27th, 1918.)

Lieut. ALAN VICTOR STUPART.—A courageous and resolute officer, who displayed great gallantry on a recent patrol when he was attacked by seven hostile aircraft; with skill and courage he drove these off and continued his patrol. Later on he was again attacked by a large formation; in this engagement both he and his observer were wounded, but they continued the combat until they eventually drove off the enemy. Having brought back his machine Lieut. Stupart fainted from loss of blood.

Lieut. EDWIN SWALE (Sea Patrol).—A successful and skilful pilot who has destroyed three enemy machines and one kite balloon, and has, in addition, driven down four aeroplanes out of control. On September 15th he attacked one of five Fokker biplanes; this machine was driven down out of control, and, on attempting to land, crashed.

Lieut. (T. Capt.) JOHN ROMILLY SWANSTON (Sea Patrol).—A very capable flight commander. On a day last month he led a formation of 20 machines on a low bombing raid on an enemy aerodrome, and by skilful management succeeded in effecting a complete surprise, which resulted in great damage being done. Capt. Swanston has carried out 22 valuable reconnaissances



flights over the line, has personally obtained a direct hit on an enemy aerodrome set fire to a railway truck containing enemy anti-aircraft guns, destroyed two enemy aeroplanes, and helped to destroy another. During his three periods of employment on active service he has been in the air 310 hours.

Sec. Lieut. **BRYAN SAMUEL WILLIAM TAYLOR**.—A gallant and skilful observer who has been engaged in 19 successful bombing raids during the past five months. During one of these raids eight of our machines were attacked by 20 enemy aircraft on the return journey, and during the course of the close fighting (which had become somewhat confused) Lieut. Taylor destroyed an enemy aeroplane just at the moment when matters were critical for our formation, which resulted in affairs being straightened out immediately to our advantage. Lieut. Taylor has always distinguished himself by the efficient manner in which he has carried out any operation allotted him, notably in the various long-distance raids.

Capt. **EDMUND ROGER TEMPEST**, M.C.—Since March last this officer has destroyed nine enemy machines. A daring and most capable officer, who never hesitates to engage the enemy. By brilliant leadership he achieves success with the minimum of loss. (M.C. gazetted May 13th, 1918.)

Lieut. (T. Capt.) **SAMUEL FREDERICK HENRY THOMPSON**, M.C. (A.S.C.).—This officer has carried out numerous offensive patrols, displaying the most marked bravery and determination. His boldness in attack and utter disregard of personal danger affords a most inspiring example to his brother pilots. Since June last he has destroyed 11 enemy aeroplanes. (M.C. gazetted September 16th, 1918.)

Sec. Lieut. (Hon. Lieut.) **GRAHAM NOBLE THOMSON** (High. L.I.).—This officer has rendered most excellent service with his squadron, especially during the March offensive, displaying at all times exceptional gallantry and devotion to duty. On a recent date, although he was on a light duty owing to ill-health, he volunteered for two patrols; owing to a heavy thunderstorm and adverse weather conditions he was compelled to fly at very low altitudes, and his machine was badly shot about. Despite these difficulties he obtained most valuable information, correct in every detail. (The announcement of a Bar to the D.F.C. is also contained in this Gazette.)

Lieut. **WILLIAM MCKENZIE THOMSON**, M.C.—This officer has destroyed 13 enemy machines, invariably displaying courage, determination and skill. Disparity in numbers never daunts him. On a recent occasion, in company with eight other machines, his formation was attacked by 25 scouts; he shot one down. On another occasion his formation of 10 machines engaged between 20 and 30 Fokkers; in the combat that ensued this officer shot down one out of the four that were destroyed. (M.C. gazetted September 16th, 1918.)

Lieut. (T. Capt.) **ADRIAN JAMES BOSWELL TONKS** (Sea Patrol).—A brave and determined airman who has destroyed four enemy aeroplanes and driven down six out of control. In a recent engagement with 12 enemy scouts he destroyed one and drove off others who were attacking some pilots in his flight. In these combats he expended all his ammunition, but seeing three enemy machines attacking one of ours, he, with great gallantry, dived amongst them with a view to distracting their attention. In this he succeeded. A courageous and meritorious action.

Capt. **FRANCIS McDUGAL CHARLEWOOD TURNER**, M.C.—While leading a formation of 10 machines on a bombing raid this officer was attacked by 20 Fokker biplanes. In face of this strong attack he led his formation down to 1,000 ft., and two sheds were set on fire and billets were riddled with machine-gun fire; three enemy machines were also accounted for, Capt. Turner himself crashing one. The success of this raid was mainly due to the brilliant and daring leadership of this officer. (M.C. gazetted September 26th, 1917.)

Sec. Lieut. (T. Lieut.) **RONALD WILLIAM TURNER** (York. Regt.).—A skilful and determined observer who in recent operations has shot down six enemy machines, accounting for two Albatross scouts in one flight.

Lieut. **ARTHUR WHITEHAIR VIGERS**, M.C. (R.E.).—A gallant and skilful airman. During the recent operations, whilst leading a formation of eight machines, he saw a group of twelve Fokker biplanes; without hesitation he attacked them, and, in the engagement, crashed two and shot down another out of control. Since June last he has crashed three enemy aeroplanes and driven down three out of control. (M.C. gazetted January 14th, 1916.)

Sec. Lieut. **ERIC WALKER**.—This officer has taken part in 35 bombing raids, 10 photographic flights and 21 reconnaissances, many at low altitudes. He is a most efficient and keen observer who has rendered as such most valuable service. Moreover, he is a bold and determined fighter when attacked, and has accounted for four enemy machines.

Lieut. (T. Capt.) **FRANK ROY WALKER** (Middlesex Regt.).—An officer of untiring energy. In whatever task allotted, whether reconnaissance, attack on enemy troops, creating smoke screens or co-operating with our artillery, this officer displays a bold determination and devotion to duty worthy of very high praise.

Lieut. (T. Capt.) **WILLIAM WALKER**.—On August 9th accurate information as to the whereabouts of our cavalry patrols was urgently required; Capt. Walker undertook to obtain this. After patrolling for three hours at a very low altitude, subjected to intense machine-gun fire, he brought back the requisite information. This officer had already completed two previous reconnaissances that day, and on the day before he had flown for six and a-half hours, engaging enemy aeroplanes and troops. A striking example of courage, endurance and devotion to duty.

Lieut. (T. Capt.) **HAZEL LE ROY WALLACE**.—A gallant and most capable leader who in many engagements has displayed marked ability and courage, notably in a recent attack on an aerodrome, when he led his flight against the group of hangars allotted to him at an altitude of between 100 ft. to 200 ft. By direct hits he destroyed three enemy aeroplanes and set fire to a hangar by machine-gun fire. In addition to above, this officer has destroyed four aeroplanes and driven three down out of control.

Lieut. **HENRY CHARLES WILLCOX WALTERS**.—Has carried out many successful reconnaissances of the enemy's positions and has brought back very valuable information. Lieut. Walters destroyed two enemy machines in air fighting a short time ago, and always displays a fine example of courage and devotion to duty.

Lieut. **WILFRED BECKWITH WARD**.—During the recent operations this officer has shown great enterprise and initiative in observing from kite balloons the fire of our artillery, and his services have been of the greatest value. Whilst on this duty Lieut. Ward's balloon has been shot down on three occasions; displaying remarkable coolness and courage, he has at once ascended in a fresh balloon and completed his task.

Lieut. **EDWARD GEORGE KINTON WEAVER**.—On August 8th this officer attacked an enemy machine gun which was in action against our infantry and tanks. Early in the combat he was severely wounded in the leg; he nevertheless continued his attack and eventually silenced the gun. He then flew back to his aerodrome, where on landing he collapsed. His persistence in continuing the attack after he had been so severely wounded stamps him as an officer of great courage, possessing a very high sense of devotion to duty.

Lieut. **ROBERT KENNETH WHITNEY**, 60th Sqn.—Bold in attack, skilful in manoeuvre, this officer sets a fine example to his whole squadron. Since July 6th he has destroyed four enemy aeroplanes.

Lieut. **ERNEST JOHN WHYTE**.—A very gallant pilot, who has been engaged in 44 successful operations since November 3rd, 1917, in seven of which he was leader, and in 11 cases deputy leader. Lieut. Whyte has always displayed the utmost courage and remarkable determination in his work. Physically

he is weak, but notwithstanding this heavy disadvantage nothing deters him.

Lieut. (T. Capt.) **THOMAS MELLING WILLIAMS**, M.C.—During recent operations this officer rendered most gallant and valuable service, proving himself to be a very capable and inspiring leader. On one occasion, observing three enemy railway trains, he dived, and in face of very heavy machine-gun fire seriously damaged one by a direct hit with a bomb. He then descended almost to the ground, and attacked the personnel escaping from the ruined train, scattering them in all directions. On returning to his aerodrome his machine was found to be riddled with bullets. (M.C. gazetted September 16th, 1918.)

Lieut. (T. Capt.) **FRANK BEAMISH WILSON**.—On August 9th Captain Wilson observed that the enemy were bringing up reinforcements in lorries to meet a French attack. Descending to a low altitude, he dropped bombs, and, causing considerable damage, he stopped their advance. He then attacked with machine-gun fire the troops descending from the lorries. By this prompt action Capt. Wilson rendered very valuable service.

Sec. Lieut. (T. Lieut.) **FREDERICK CHARLES WILTON**.—A fine fighting airman, who has destroyed six enemy aeroplanes and driven down another out of control. He has taken part in a number of long-distance bombing raids, and is conspicuous for his determination to reach the objective as well as for his skill in successfully bombing the same.

Capt. **LIONEL MOSTYN WOODHOUSE**, M.C. (Essex Yeo.).—This officer displayed great gallantry during a heavy counter-attack by the enemy. Flying at 100 ft., he engaged the advancing troops, causing heavy casualties. His bold action contributed materially to the failure of this counter-attack. Having rendered this service, he continued his patrol, in which he was subjected to heavy fire, and his machine was badly shot about. (M.C. gazetted August 25th, 1917.)

Lieut. (Hon. Capt.) **ARCHIBALD BUCHANAN YUILLE** (E. Lancs. Regt.).—One night during the recent operations, when on patrol, this officer observed an enemy aeroplane in the beams of a searchlight. Three of our "Camels" were engaging this machine, but not at sufficiently close range for decisive results. With great gallantry he dived between the nearest "Camel" and the enemy, thereby exposing himself to the fire of our tracers, and by skilful manoeuvre succeeded in getting under the tail of the enemy machine, where he opened fire at 25 yards. After three bursts the enemy machine caught fire and crashed. A fine performance, deserving the highest praise.

Capt. **GEOFFREY SEBASTIAN BUCK**, M.C. (London Regt.) and Sec. Lieut. **ARTHUR KENNETH BARTER**.—Capt. Buck, with Sec. Lieut. Barter as observer, was pilot of one of two machines detailed to bomb an important railway junction. Owing to most unfavourable weather conditions the other machine returned, but Capt. Buck persevered, reached the objective, and made a most successful attack in face of intense anti-aircraft fire with numerous searchlights. On the return journey they were much hampered by a severe thunderstorm, which lasted for three-quarters of an hour, the machine being out of control owing to the lightning. In this critical situation Capt. Buck remained cool and collected, and, displaying marked skill and judgment, succeeded in landing his machine safely. The success of this raid was largely due to the skill and efficiency displayed by Sec. Lieut. Barter, who most ably co-operated with Capt. Buck. During the past month these officers have carried out 16 night bombing raids in a manner reflecting the greatest credit on them both. (Capt. Buck's M.C. gazetted August 25th, 1918.)

Sec. Lieut. **THOMAS ARCHIBALD DICKINSON** and Sec. Lieut. **NORMAN FREDERICK FROME**.—These two officers performed most excellent service on a recent occasion. Flying at a very low altitude, they bombed a couple of bridges, and then attacked large bodies of the enemy on the roads and in a town. While thus engaged they were attacked by four enemy machines, which were driven off. Fire was then opened on them from two machine guns. Descending to a still lower altitude, the observer, Sec. Lieut. Frome, engaged these guns and drove off the detachments. Sec. Lieut. Dickinson, the pilot, then returned over the lines, and despite the fact that his machine had been badly shot about and his petrol tanks empty, landed in safety. The height throughout this fight was never more than 400 ft. The coolness, courage and skill displayed by these two officers is deserving of the highest praise, and it is the more creditable as they had had no previous experience of active service flying.

Lieut. (T. Capt.) **RICHARD JOHN GAMMON** and Sec. Lieut. **PERCIVAL EWART APPLEBY**.—Capt. Gammon, with Sec. Lieut. Appleby as observer, was the leader of two formations (10 machines in all) on a recent raid. En route the formation was attacked by 15 hostile aircraft; having driven these off, they reached the objective, which was successfully bombed. While thus engaged the formation was fiercely attacked by 15 enemy machines, which continued the attack for some distance on the return journey, until they were driven off. Upon nearing our lines the formation was again assailed by seven machines; in the engagement that ensued one of these was destroyed and two driven down by Capt. Gammon and his observer, and, in addition, three others were destroyed by our other machines. The officer who led the whole of the combined formations of this raid speaks in the highest terms of Capt. Gammon's leadership and skilful co-operation. Sec. Lieut. Appleby was of the greatest assistance to Capt. Gammon throughout, keeping him informed of the movements and manoeuvres of the hostile machines. This officer has taken part in numerous raids, displaying on all occasions great keenness and determination.

Lieut. (T. Capt.) **NORMAN GOUDIE** and Sec. Lieut. **ROBERT MCKINLEY JAMISON** (R. Irish Rifles).—Thrice on one date these officers carried out at extremely low altitudes and in face of intense rifle and machine-gun fire reconnaissances of an important road. During one of these reconnaissances, observing a party of the enemy holding our infantry, they dived on them and forced them to retire, and on another occasion they bombed a large party of the enemy, causing them to surrender to our infantry.

Lieut. (T. Capt.) **JOHN STEVENSON STUBBS** (S. Lanc. Regt.) and Sec. Lieut. **JOHN BERNARD RUSSELL**.—Capt. Stubbs is a fine leader and a skilful tactician who, during the last few months, has led 51 reconnaissances and raids over enemy lines with marked success, frequently extricating his formation, when attacked by large numbers of scouts, by his coolness and judgment. One evening this officer, with Lieut. Russell as observer, in company with another machine, encountered 10 enemy aeroplanes. Regardless of their superiority in numbers, he at once attacked and shot down one. By skilful manoeuvring he enabled his observer to bring down another; the remainder of the enemy were driven down to their lines; he then completed his reconnaissance and returned home. Leaving the other machine behind, he again crossed the enemy lines; he bombed a train and attacked some mechanical transport at 1,500 ft. altitude. This particular exploit is highly creditable to both these officers, the machine in which they flew being unsuitable for low bombing attacks; moreover, they were subjected to very heavy anti-aircraft and machine-gun fire.

Lieut. (Hon. Capt.) **ARTHUR WATTS WILLIAMS** and Sec. Lieut. **ALFRED HORACE WATERS**.—Capt. Williams, with Sec. Lieut. Waters as observer took part in a night raid on a railway junction. Getting well over the objective they descended to 500 ft. and released four bombs on a moving train. They then, in face of very heavy and accurate fire, flew up and down the junction and railway track at altitudes varying from 250 ft. to 900 ft., bombing the railway and sweeping the station and sidings with machine-gun fire. Capt. Williams has carried out 15 night bomb raids with great success, proving himself an able and courageous pilot. In these raids he has been ably assisted



by his observer, Sec. Lieut. Watters. This officer possesses qualities invaluable in an observer—quickness in detecting hostile movements as well as first-rate marksmanship.

**Awarded the Distinguished Flying Medal**

No. 402108 Sgt.-Mech. FRANK WILLIAM BELL (Egremont).—A keen and reliable observer, who has taken part in 18 bomb raids, invariably showing gallantry and devotion to duty, notably on a certain occasion not long since, when his Pilot dived through the centre of an enemy formation of some 30 machines; five of these subsequently closed on his machine, but by skilful manoeuvring the pilot gave Sgt. Bell the opportunity, which he took advantage of, by shooting down two of the enemy aircraft in flames, while the remaining three broke off the combat and disappeared in the mist.

P 6434 Sgt.-Mech. HUBERT CECIL HUNT (late Bedfordshire Regt.).—A keen and skilful observer, on whose courage and resource pilots place absolute reliance. He has personally shot down and destroyed five enemy machines, two of which he accounted for during one patrol.

No. 406346 Sgt.-Mech. CHARLES LINES (Ipswich).—This non-commissioned officer has taken part in 34 bombing raids, six photographic flights, and 14 special reconnaissances at low altitudes. He has also been engaged in many encounters with enemy aircraft. At all times he displays skill, courage and devotion to duty. On one occasion, during a photographic flight of three hours, he was attacked by five enemy machines; in spite of this he successfully exposed 50 plates.

No. 242008 Sgt.-Mech. WILLIAM JAMES PALMER (Chelsfield, Kent).—A first-class observer, who has taken part in 15 bombing raids, displaying at all times a great courage and determination. On a recent raid his formation was repeatedly attacked by hostile aircraft; he nevertheless, under very difficult circumstances, succeeded in taking 18 good photographs, and also collected much valuable information. In the course of the several engagements he shot down an enemy machine in flames.

J 26800 Sgt. EDMUND WEST WADEY (Polegate, Sussex).—This non-commissioned officer has taken part in 43 night bombing raids as Gunlayer, and has rendered most consistent and excellent service, deserving of high praise. He sets a fine example to other N.C.O. Observers.

No. 222389 Cpl. FRED WILKINSON (Chorley).—On August 23rd, when returning from a bomb raid, this non-commissioned officer's machine was attacked by three enemy aircraft, and, these having been driven off, two others made a second attack. In the engagement Cpl. Wilkinson displayed great coolness and judgment in warding off these attacks, driving down one of the machines out of control. He has taken part in 42 bomb raids, and his experience and example has been of the greatest value to other observers in the squadron.

No. 207013 Air Mech., 2nd Cl. (actg. Cpl.) HORACE WALTER WILLIAMS (Folkestone).—This observer has taken part in 43 successive raids, showing at all times devotion to duty and affording the most valuable support to his pilot. In a recent engagement, having shot down an aeroplane out of control, he continued in action, although wounded in the left arm, until his ammunition was exhausted, thereby enabling one of our machines that was heavily attacked to regain the lines in safety.

P22398 Sgt. RONALD MALCOLM FLETCHER (attached from Training Res. Bn.).—A most efficient and keen observer, in whom his pilots place implicit confidence. He has taken part in numerous combats with enemy aircraft, and invariably displays marked fearlessness and skill. He has personally accounted for seven enemy machines since May 21st.

**Foreign Decorations.**

The undermentioned Officers and other ranks of the Royal Air Force have been awarded the decorations specified, in recognition of distinguished services rendered:—

CONFERRED BY THE GOVERNMENT OF THE FRENCH REPUBLIC.

*Croix de Chevalier, Legion of Honour.*

Lieut.-Col. WILLIAM AVERY BISHOP, V.C., D.S.O., M.C., D.F.C., Canadian Cavalry and Aviation Service.

*The Croix de Guerre with Palme.*

Lieut.-Col. WILLIAM AVERY BISHOP, V.C., D.S.O., M.C., D.F.C., Canadian Cavalry and Aviation Service.

Lieut. CECIL ALLCHIN BRIDGLAND (E. Surrey Regt.).

Lieut. JOSEPH MICHAEL CARROLL (R.E.).

Lieut. JAMES HENRY DEWHURST.

Maj. ALEXANDER GRAY, M.C. (A. and S. Highlanders).

Lieut. ERNEST HAROLD MASTERS.

Capt. (T. Major) JERROLD BERNARD SOLOMON, M.C. (Oxf. and Bucks L.I.).

Lieut. ERNEST JOHN WHYTE, D.F.C.

Lieut. WILLIAM WILD.

*The Croix de Guerre, Avec Etoile en Bronze.*

Lieut. (T. Capt.) BASIL EVERARD CATCHPOLE, M.C., D.F.C.

*The Croix de Guerre.*

Lieut. PERCY EVANS.

Lieut. STANISLAUS THOMAS REKOPSKY.

43689 2nd Air Mech. JOHN HORACE COWPER MAN (Derby).

CONFERRED BY THE GOVERNMENT OF ITALY.

*Order of St. Maurice and St. Lazarus—Cavaliere.*

Lieut.-Col. The Hon. JOHN DAVID BOYLE, D.S.O. (Rifle Brigade).  
Capt. (T. Lieut.-Col.) ARTHUR JAMES CHILD, M.C. (London Regt.).  
Lieut.-Col. (T. Col.) PHILIP BENNET JOUBERT DE LA FERTE, D.S.O. (Royal Artillery).

Lieut.-Col. REGINALD PERCY MILLS, M.C. (Royal Fus.).

*Order of the Crown of Italy—Officer.*

Capt. (T. Lieut.-Col.) HENRY ANTHONY PATRICK DISNEY (Cambs. Regt.).

Maj. CLAUDE SPENCE MACNAB (Cameron Highlanders).

*Order of the Crown of Italy—Cavaliere.*

Capt. (T. Maj.) CLAUDE GORDON BEATSON (Middlesex Regt.).

Capt. (T. Maj.) ERNEST GRAHAM.

Capt. EDWARD WEBB STUBBS (Liverpool Regt.).

Maj. JOHN TUDOR WHITTAKER, M.C. (A.S.C.).

*Silver Medal for Military Valour.*

Maj. (T. Lieut.-Col.) CHARLES HUBERT BOULBY BLOUNT, M.C. (R. W. Surrey Regt.).

Lieut. RALPH BOLTON.

Lieut. HAROLD KOCH BOYSEN.

Lieut. NEVILLE ISAAC BROCKBANK.

Lieut. (T. Capt.) JACK COTTLE, D.F.C.

Capt. (T. Maj.) THOMAS HINSHELWOOD, D.S.C., D.F.C.

Lieut. JOHN HODGSON.

Maj. (T. Lieut.-Col.) RALPH JAMES JEAN HOPE-VERE.

Lieut. JAMES KINGSEY ALDRICH JEAKES, D.F.C.

Capt. (T. Maj.) JOHN STANLEY FLEMING MORRISON, D.F.C.

Capt. ROBERT REDFERN, D.F.C.

Lieut. EDWIN CURTIS ROBINSON STONEMAN.

Lieut. FRANCIS STANLEY SYMONDSON, M.C. (Glam. Yeo.).

Capt. (T. Maj.) AWDRY MORRIS VAUCOUR, M.C., D.F.C. (Royal Artillery).

Maj. JOHN TUDOR WHITTAKER, M.C. (A.S.C.).

221380 Cpl. (G) GEORGE ERNEST THRIFT, D.F.M.

*Bronze Medal for Military Valour.*

Lieut. (T. Capt.) GEOFFREY ANDREWS.

Sec. Lieut. CLARENCE BEAGLE (Manchester Regt.).

Capt. CLIVE OLIVER BERTRAM BEALE, D.S.O.

Capt. DAVID COCKBURN BELL, M.C. (Middlesex Regt.).

Lieut. (T. Capt.) HILLIARD BROOKE BELL, M.C.

Sec. Lieut. KENNETH OXENDEN BRACKEN (R.F.A., S.R.).

Lieut. (T. Capt.) PETER CARPENTER, D.S.O., M.C.

Lieut. GRAHAM WATERS CURTIS.

Lieut. MALCOLM DAVID GEORGE DRUMMOND.

Capt. (T. Maj.) CEDRIC CAMPBELL DURSTON (Hon. Artillery Coy.).

Capt. JOHN CHARLES BRADLEY FIRTH, M.C.

Lieut. (Hon. Capt.) JOSEPH ESKEL HALLONQUIST (Canadian Inftry.).

Capt. HARRY BRADFORD TANCRED HAWKINS.

Lieut. JOHN GAYLOR HORNE.

Lieut. ALAN JERRARD, V.C. (South Staff. Regt.).

Lieut. CLIFFORD McEWEN, M.C., D.F.C. (Canadian Forces).

Capt. JAMES MITCHELL, M.C., D.F.C. (Italy).

Capt. ROBERT HENRY SHARP.

Lieut. (T. Capt.) THOMAS FREDERICK WILLIAMS, M.C.

Lieut. (T. Capt.) PERCY WILSON, M.C.

*Croce di Guerra.*

Lieut.-Col. (T. Col.) PHILIP BENNET JOUBERT DE LA FERTE, D.S.O. (Royal Artillery).

Lieut. ARTHUR GABBETTS COOPER.

Sec. Lieut. TOM NEWBY (Leicester Regt.).

CONFERRED BY THE GOVERNMENT OF BELGIUM.

*The Belgian Croix de Guerre.*

Sec. Lieut. ROBERT GRECHAN CARR.

CONFERRED BY THE HELLENIC GOVERNMENT.

*The Greek Military Medal.*

Maj. (T. Lieut.-Col.) ALFRED STANLEY HELLAWELL.

CONFERRED BY HIS HIGHNESS, THE BEY OF TUNIS.

*The Order of Nichan Iftikar.*

*Commander.*

Capt. (T. Major) JEAN DE FRANCIA.

*Officer.*

Capt. ERIK EDWARD BARNETT.

*Chevalier.*

200672 Master-Mech. BERT ARVOY (Putney).

210815 Cpl. Mech. THOMAS EVERITT LOCKE (Whittlesea).

204170 Cpl. Mech. CHARLES RICHARD PAYNE (Lavender Hill, S.W.).

210818 Pte. HENRY FRANCIS SHEERE (Bridgwater).

His Majesty the KING has granted unrestricted permission for the wearing of the above-mentioned decorations.

# THE ROYAL AERO CLUB OF THE U.K.

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# THE ROLL OF HONOUR

(When an Officer is seconded from the Army, his unit is shown in brackets.)

Published October 30th

**Killed**  
 Millington, P.F.O. C. B.  
 Monk, Sec. Lieut. H. I. M.  
 Peel, Lieut. W. S., M.C.  
 Woodhouse, Capt. L. M., M.C., D.F.C.  
 Wright, Sec. Lieut. W. M.

**Previously Missing, now reported Killed**  
 Kneller, Sec. Lieut. F. K. (R.F.C.).  
 Russell, Sec. Lieut. G. (R.F.C.).

**Previously Missing, now reported believed Drowned**  
 Parkinson, Lieut. G. R. J. (late R.N.A.S.).

**Wounded**  
 Archer, Lieut. W. D.  
 Barley, Sec. Lieut. F. A.  
 Carter, Sec. Lieut. B. M.  
 Clarke, Sec. Lieut. R. A.  
 Cross, Capt. A. R., D.F.C.  
 Jones, Sec. Lieut. F. S.  
 McDougall, Sec. Lieut. N. M.  
 Payne, Sec. Lieut. R. W.  
 Perrins, Sec. Lieut. C. T.  
 Stone, Sec. Lieut. S. St. C.

**Missing**  
 Campbell, Capt. L.  
 Fox, Lieut. D. S.  
 Hodgkinson, Sec. Lieut. W.  
 Sitch, Lieut. J. E.

**Previously Missing, now reported Prisoners**  
 Black, Lieut. S. Mc.B.  
 Bradford, Sec. Lieut. W. W.  
 Garritty, Lieut. W. J.  
 Meyer, Sec. Lieut. O. F.  
 Parke, Sec. Lieut. J. E.  
 Stephenson, Sec. Lieut. G. H.  
 Wyncoll, Sec. Lieut. A. W.

**Interned**  
 Brodie, Sec. Lieut. T. W.  
 John, Sec. Lieut. D. M.  
 Lockey, Sec. Lieut. B.  
 Stockman, Lieut. J. C.

Published October 31st

**Killed**  
 Buckeridge, Lieut. W. H.  
 Clarke, Sec. Lieut. H. P.  
 Day, Lieut. G. S.  
 Morris, Lieut. W. A.  
 Occomore, Sec. Lieut. F. S., D.F.C.

**Cadets Killed**  
 Bousfield, H. W.  
 Jenkins, J. A.  
 MacLaurin, J. H.  
 Strange, H. S.  
 Wright, H. C.

**Wounded**  
 Allanson, Sec. Lieut. E. L.  
 Biltcliffe, Sec. Lieut. H. G.  
 Heyes, Sec. Lieut. E. C.  
 Kilpatrick, Sec. Lieut. A. W.  
 Stead, Sec. Lieut. T.  
 Wilkinson, Sec. Lieut. J. R.

**Previously Missing, believed Wounded and Prisoners, now reported Wounded and Prisoners**  
 Hunter, Lieut. H. C.  
 Jones, Sec. Lieut. A. V.

**Missing**  
 Carr, Sec. Lieut. G. T.  
 Farquharson, Lieut. R.  
 MacKay, Lieut. D. D. A.  
 Phillips, Sec. Lieut. P. L.  
 Wilson, Lieut. C. M.

**Previously Missing, now reported Prisoners**  
 Kane, Lieut. M. H. K., M.C.  
 Lawe, Lieut. A. G.  
 Thomson, Sec. Lieut. G. F.  
 Travers, Sec. Lieut. G.  
 Yates, Sec. Lieut. R. A.

**Previously Missing, believed Prisoners, now reported Prisoners**  
 Boulton, Sec. Lieut. F. E.  
 Harrington, Lieut. H. B. D.  
 Harris, Sec. Lieut. N. B.  
 Lamont, Sec. Lieut. W.  
 Robins, Lieut. S. M.  
 Summers, Capt. J. K., M.C.

**Interned**  
 Enright, Sec. Lieut. T. N.  
 Munro, Lieut. J. G.  
 Pendleton, Sec. Lieut. W. (jun.).  
 Peters, Sec. Lieut. J. F. J.

Published November 1st

**Killed**  
 Crosby, Sec. Lieut. E. E.  
 Finzi, Lieut. E. C.  
 Heywood, Lieut. F. K.  
 Jones, Sec. Lieut. B. R.  
 Malcolm, Sec. Lieut. A. G.

**Wounded**  
 Howie, Sec. Lieut. K. W. I.  
 MacKay, Lieut. G. C.  
 Nelson, Lieut. H. E. R.  
 Parks, Sec. Lieut. H. C.  
 Thorpe, Sec. Lieut. F. C. A.  
 Worthington, Sec. Lieut. L. P.

**Previously Missing, now reported Wounded and Prisoner**  
 Seymour, Lieut. L.

**Previously Missing, believed Wounded and Prisoners, now reported Wounded and Prisoners**  
 Wilson, Lieut. H. B. B.

**Missing**  
 Bingham, Sec. Lieut. H. W.  
 De Bussy, Sec. Lieut. W.  
 McDonald, Sec. Lieut. J. C. J.  
 McMurtry, Sec. Lieut. B.  
 Markquick, Sec. Lieut. E. B.  
 Owen, Lieut. W. T.  
 Pattullo, Sec. Lieut. N. C.  
 Whitlock, Sec. Lieut. H. H.

**Previously Missing, now reported Prisoners**  
 Angus, Sec. Lieut. K. R.  
 Atkins, Sec. Lieut. C. A.  
 Brown, Lieut. L. L.  
 Cox, Sec. Lieut. W.  
 Doncaster, Sec. Lieut. A. E.  
 Manzer, Capt. R., D.F.C.  
 Risk, Sec. Lieut. J. B.  
 Schooling, Sec. Lieut. G. R.  
 Sutcliffe, Lieut. J. E. T.  
 Tussaud, Lieut. H. C.  
 Wood, Lieut. H. H.

**Previously Missing, believed Prisoners, now reported Prisoners**  
 Gordon, Sec. Lieut. C. A.  
 Tansley, Sec. Lieut. H. E., M.C.

**Previously Missing, now reported Prisoner in German hands**  
 Brisbin, Lieut. H. V. (Cent. Ont.).

**Previously Missing, now reported Missing, believed Prisoners**  
 Stringer, Sec. Lieut. J. S.  
 Swayze, Lieut. W. K.

**Interned**  
 Mars, Lieut. W. S.  
 Power, Sec. Lieut. H. E.

Published November 2nd

**Killed**  
 Bennett, Sec. Lieut. R. M.  
 Scribbins, Sec. Lieut. W. H.

**Previously Missing, now reported Killed**  
 Baird, Sec. Lieut. R. O.  
 Hudson, Sec. Lieut. H. E.  
 Penrose, Sec. Lieut. K.  
 McCleery, Lieut. E. P. E. (Aus. F.C.).  
 Washington, Sec. Lieut. W. F.

**Wounded**  
 Bentley, Lieut. W.  
 Blomfield, Lieut. A.  
 Challis, Sec. Lieut. H. J.  
 Hall, Sec. Lieut. W. T. J.  
 Kitchen, Sec. Lieut. G. W.

**Previously Missing, now reported Wounded and Prisoner**  
 Butten, Lieut. L. H.

**Missing**  
 Allen, Sec. Lieut. F. R. L.  
 Scott, Lieut. S. H.

**Previously Missing, now reported Prisoners**  
 Andrews, Lieut. J. S.  
 Beesley, Sec. Lieut. R.  
 Gower, Lieut. J. L.  
 Herriot, Sec. Lieut. W. M.  
 Holland, Lieut. E. V.  
 Thatcher, Sec. Lieut. A. R.

**Previously Missing, now reported Missing, believed Prisoners**  
 Cockin, Sec. Lieut. J. B.  
 Hall, Sec. Lieut. W. E.  
 Harley, Lieut. V.

Published November 4th

**Killed**  
 Drummond, Lieut. J. R.  
 Holland, Capt. A.  
 Jacks, Sec. Lieut. R. L.

**Previously Missing, now reported Killed**  
 Elder, Sec. Lieut. J. J.  
 Ostler, Lieut. A., M.C.

**Previously reported Wounded, now reported Died of Wounds**  
 Jackson, Sec. Lieut. W. E.

**Drowned**  
 Jones, P.F.O. R.

**Wounded**  
 Davies, Sec. Lieut. J. W.  
 Donaldson, Capt. E. G. E.  
 Draper, Maj. C., D.F.C.  
 Oliver, Lieut. W. S. V.  
 Orr, Lieut. S. W.  
 Partridge, Sec. Lieut. W.  
 Smith, Lieut. H. C.  
 Teasdale, Lieut. J. A.

**Previously Missing, believed Wounded and Prisoner, now reported Wounded and Prisoner**  
 Mercer-Smith, Sec. Lieut. V.

**Previously Missing, now reported Prisoners**  
 Cole, Lieut. H. A.  
 David, Sec. Lieut. C. K.  
 Gage, Sec. Lieut. C. R.  
 Strathearn, Lieut. W. M.  
 Sutherland, Lieut. J. L. C., M.C.  
 Wells, Capt. G. A.

**Previously Missing, now reported believed Prisoners**  
 Martin, Sec. Lieut. D. A.  
 McPhee, Lieut. R.  
 Rockford, Sec. Lieut. S. W.  
 Scharff, Sec. Lieut. R. L.

Published November 5th

**Killed**  
 Jacques, Sec. Lieut. T. H.  
 Pollins, Sec. Lieut. J.  
 Smith, Sec. Lieut. A. E.  
 White, Lieut. A. G.  
 Wilson, Sec. Lieut. J. S.

**Previously Missing, now reported Killed**  
 Walker, Sec. Lieut. H.

**Died of Wounds**  
 Herbert, Sec. Lieut. R. S.

**Died**  
 Jamieson, Lieut. W. H. (Cent. Ont.).  
 Lloyd, Lieut. L. B. E. (Can. Cav.).

**Wounded**  
 Bennett, Sec. Lieut. A. B.  
 Findlay, Capt. J. P.  
 Fleming, Sec. Lieut. W. G.  
 Garland, Sec. Lieut. A. H.  
 Glover, Sec. Lieut. L. E.  
 Hart, Sec. Lieut. J.  
 Johnstone, Capt. R., M.C.  
 Jones, Lieut. R. N. K.  
 MacDonald, Lieut. E. N.  
 Mitchell, Sec. Lieut. A. McG.  
 Moore, Lieut. J. G.  
 Robertson, Sec. Lieut. A. E.

**Previously Missing, now reported Missing, believed Prisoners**  
 Barritt, Lieut. G. L.  
 Rose, Sec. Lieut. D.

**Previously Missing, now reported Prisoners**  
 Askin, Lieut. S. C. J.  
 Boye, Sec. Lieut. J. C.  
 Boys, Sec. Lieut. R. H. G.  
 Campbell, Sec. Lieut. J.  
 Chaliss, Sec. Lieut. M. E.  
 Coghill, Sec. Lieut. W. H.  
 Cowgill, Sec. Lieut. W. A. F.  
 Dugdale, Sec. Lieut. J. G.  
 Hall, Sec. Lieut. W. A.  
 Hughes, Sec. Lieut. R. D.  
 Kilbourne, Lieut. W. H.  
 Killick, Sec. Lieut. C. H. P.  
 McCulloch, Sec. Lieut. I. M.  
 Monaghan, Lieut. H. B.  
 Peeling, Sec. Lieut. H. V.  
 Pope, Lieut. R. A. B., M.C.  
 Robinson, Sec. Lieut. F. B.  
 Sinclair, Sec. Lieut. D. B.  
 Shipman, Lieut. T. T.



## Death of Canadian Aero Club's President

A MESSAGE from *The Times* correspondent in Toronto states that Col. William Hamilton Merritt has died from influenza. He was President of the Aero Club of Canada, and had been active in stimulating the Canadian Air Service since the war began. He served through the North-West Rebellion and the South African War.

## French Ace Killed

SUB-LIEUT. COIFFARD, who had 40 aerial victories to

his credit, has been killed at the front. He was a Chevalier of the Legion of Honour, and had been mentioned in despatches twenty times.

## American Ace Missing

THE American Air Service has lost one of its leaders, Lieut. Luke, who failed to return from an expedition last week. He had brought down fourteen balloons and four aeroplanes.



# THE 200 H.P. AUSTRO-DAIMLER AERO ENGINE

[Issued by Technical Department, Aircraft Production, Ministry of Munitions.]

(Continued from page 1222.)

The valves are operated by a single over-head camshaft, which is carried in an aluminium case, running the whole length of the engine in one piece; this case is attached to each cylinder by two studs screwed into lugs formed in the cylinder heads.

The camshaft runs in four phosphor-bronze bearings; these bearings are split and mounted in aluminium housings and are located in the camshaft casing by small taper grub screws. The cover of the camshaft is in three parts, with very close joints; these detachable covers permit easy access to the valve gear of any or all of the valve rockers and cams.

Each valve rocker spindle is carried in three separate phosphor-bronze bushes, which are housed half in the lower portion of the aluminium camshaft casing, and half in the camshaft case cover. For ease of manufacture the boring of the cover and case is carried out as two continuous holes running the whole length of the case, and forming long semi-circular grooves in both halves, in which the valve rocker spindle bearings lie. These bearings are held in position by dowel pegs, and the centre bearing of each set is, of course, split.

With the exception of the bridge pieces, which operate the valve stems, the valve rocker levers are machined from single steel forgings, and the bridge pieces, which carry the adjustable tappet screws, are pressed and riveted on to the ends of the rocker arms against a shoulder. The bridge pieces are prevented from swivelling by being let into a recess cut in the base of the shoulder. The ends of the adjustable tappet screws are hardened, and are fitted with the usual type of transverse locking bolt.

Hardened steel rollers are fitted to the inside arms of the rocker levers, and a deep oil groove is milled in the top of these arms to convey oil through the hollow spindles to the bearings and also to the cam rollers.

Compression release cams are formed on the exhaust cams, and the lateral movement of the floating camshaft is effected by a long hand lever at the rear end of the engine. This lever is attached to a gun-metal collar, which is fitted

with a square thread screw, the design of this compression release gear being very similar to that used on all the Mercedes engines.

The camshaft is driven from the front end (which is quite

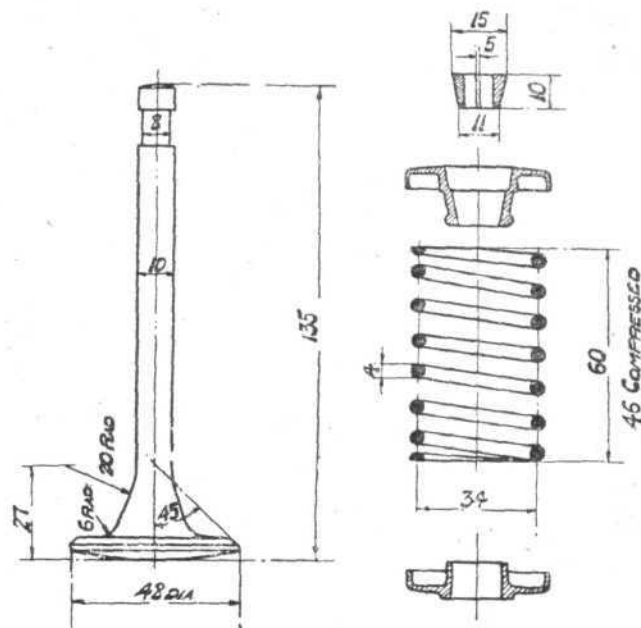


Fig. 11.—Details of valve and spring.

unusual in enemy engines) through a bevel gear, which floats on eight splines cut on the end of the camshaft. The camshaft vertical driving-shaft is driven directly from the front end of the crankshaft by bevel gears. The top end of the vertical

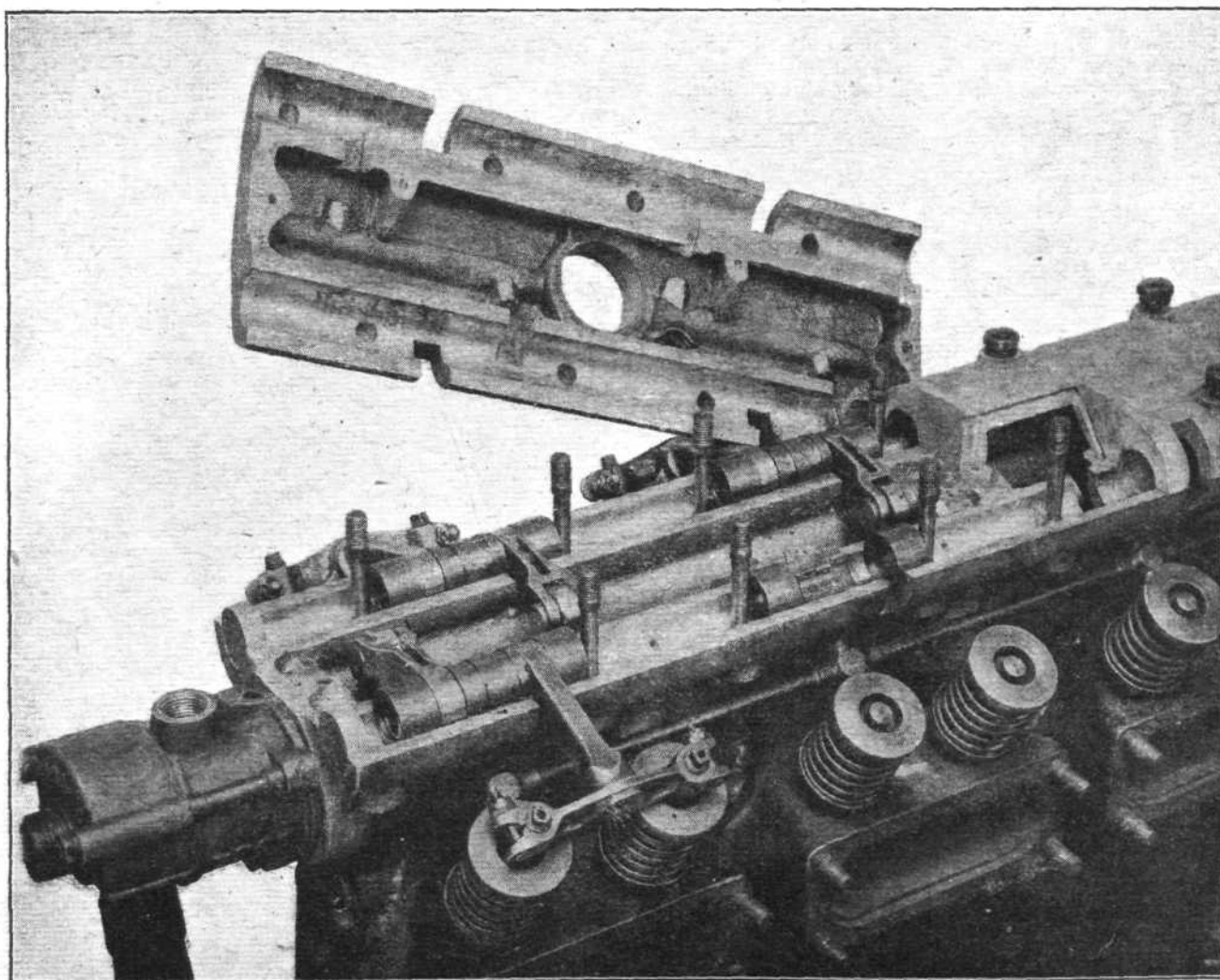


Fig. 10.—View of valve gear.



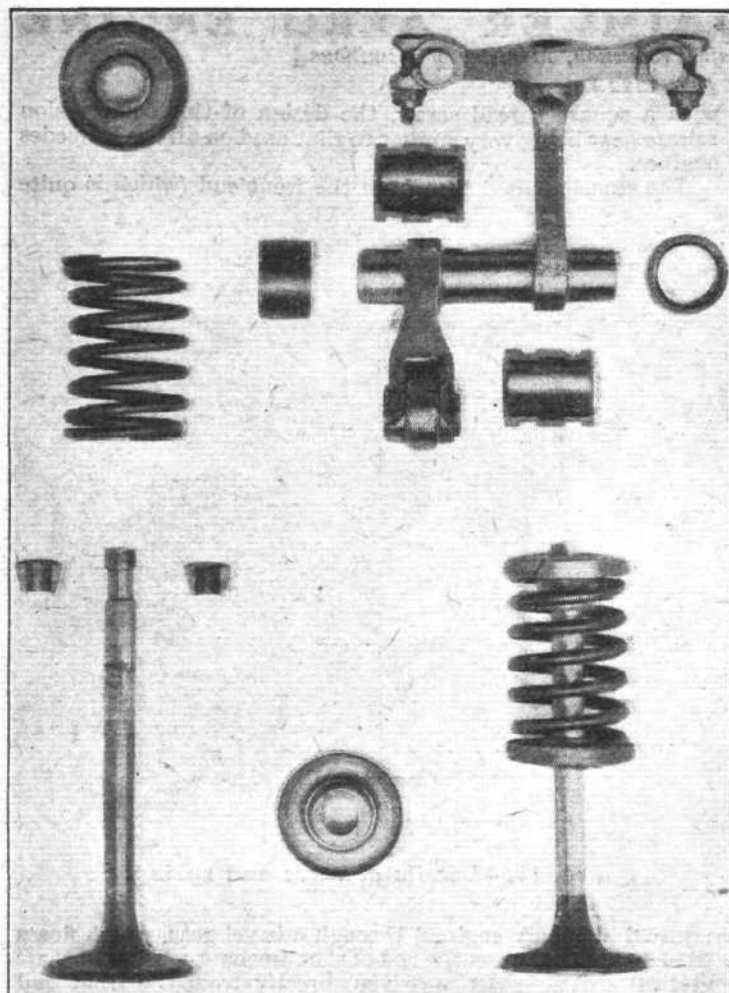


Fig. 12.—Valves and rockers.

spindle runs in a combined thrust and radial bearing, and the lower end (which has six splines cut in it) floats in the lower bevel gear, which with its bearing and housing forms

a separate unit, and need not be disturbed when withdrawing the vertical spindle.

*Crankshaft.*

Number and type of main bearings : seven, bronze cage, lined white metal ; Cylinder centres : 166.0 mm. (6.53 in.).

*Crankpins*

Outside diameter : 56.0 mm. (2.20 in.) ; Inside diameter : 30.0 mm. (1.18 in.) ; Length : 68.0 mm. (2.67 in.).

*Crank Webs*

Width : 74.0 mm. (2.91 in.) ; Thickness (front two) : 24.5 mm. (0.96 in.) ; Thickness (others) : 24.0 mm. (0.94 in.) ; Radius at ends of journals and crank pins : 4.5 mm. (0.17 in.) ; Weight of complete shaft : 96.5 lbs.

*Journals*

Outside diameter : 58.0 mm. (2.28 in.) ; Inside diameter (front two) : 21.0 mm. (0.82 in.) ; Inside diameter (others) : 30.0 mm. (1.18 in.) ; Length, prop. end : 56.0 mm. (2.20 in.) ; Length, rear end : 43.5 mm. (1.71 in.) ; Length, centre : 50.0 mm. (1.97 in.) ; Length, intermediate : 50.0 mm. (1.97 in.).

*Crankshaft*

The six-throw crankshaft is of normal design and requires little description. The usual type of plain white metal bearings are used. The diameter of the journals is 58 mm. and of the crank-pins 56 mm. ; the length of all the journal bearings is 50 mm., with the exception of the front bearing, which is 51 mm.

All the crank-pins and journals are bored 30 mm. dia., except the two front journals, which are 21 mm. bore ; and the webs are drilled with 5 mm. oil leads in the usual way for pressure lubrication. Brass discs are used to plug the ends of the holes bored in the journals and crank-pins. These are expanded into grooves cut in the ends of the holes. Other details of the design of the crankshaft are given in the drawing, Fig. 14, and the construction of the front ball bearing and propeller double thrust race is clearly shown in the general arrangement sectional drawing of the engine.

*Propeller Hub*

The method of attaching the propeller hub by serrations cut on the outside of a sleeve which fits on to the tapered extension of the crankshaft, follows the original design of

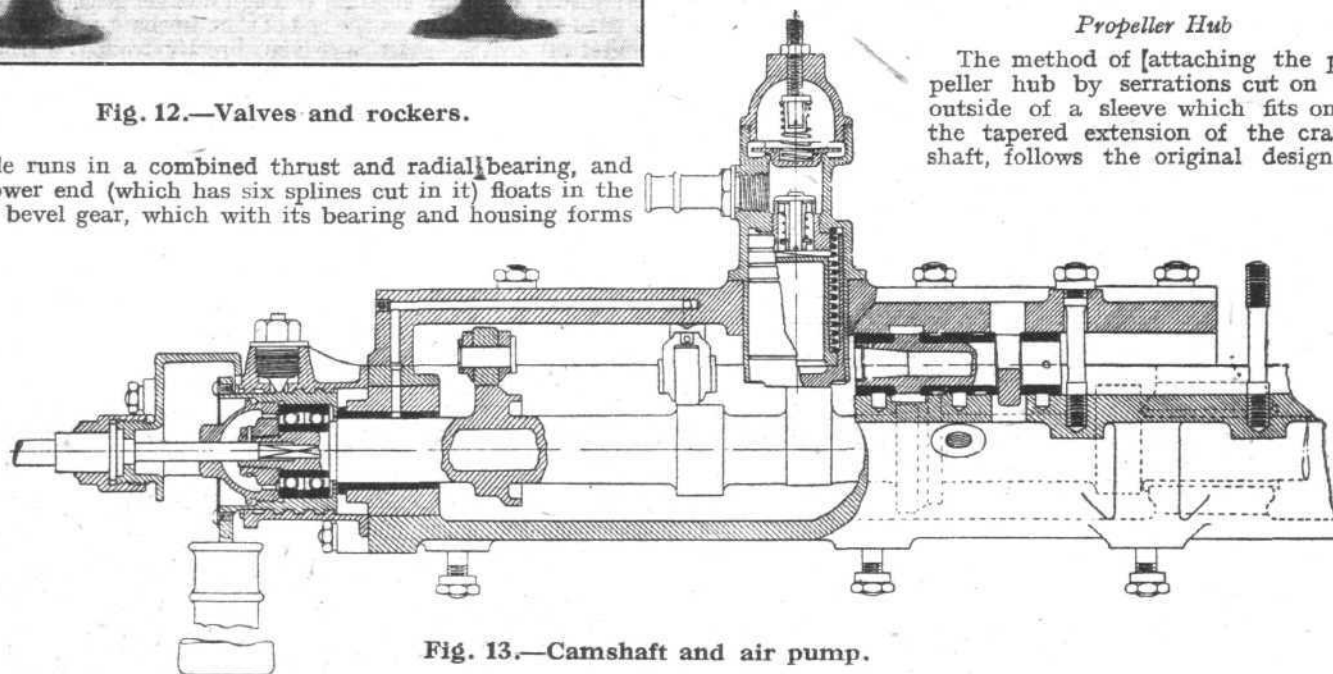


Fig. 13.—Camshaft and air pump.

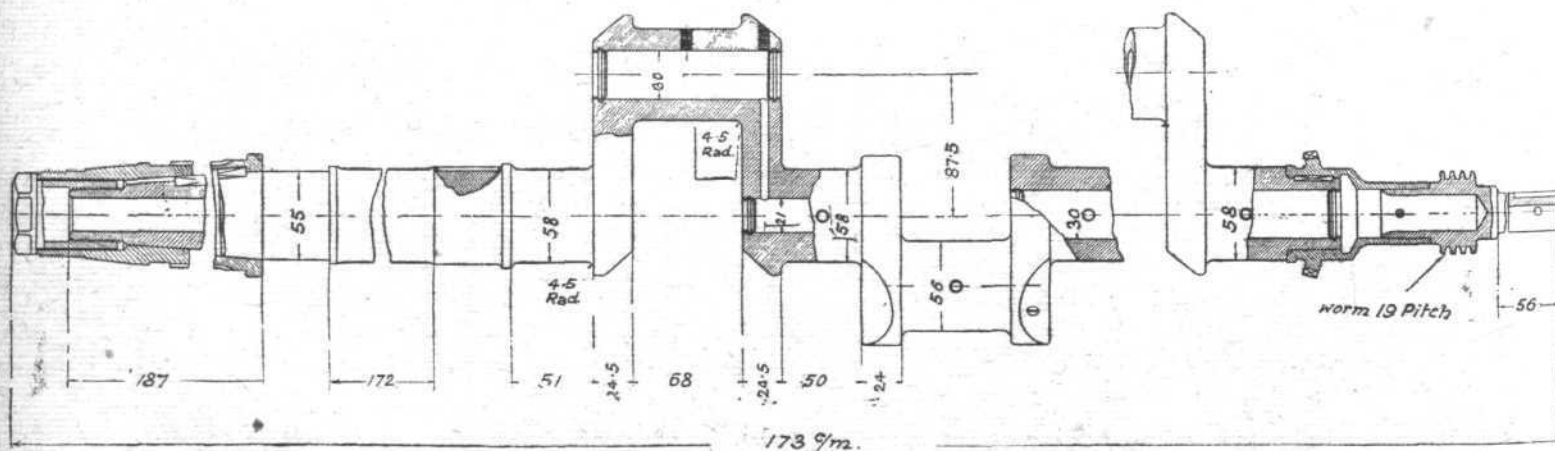


Fig. 14.—Details of crankshaft.



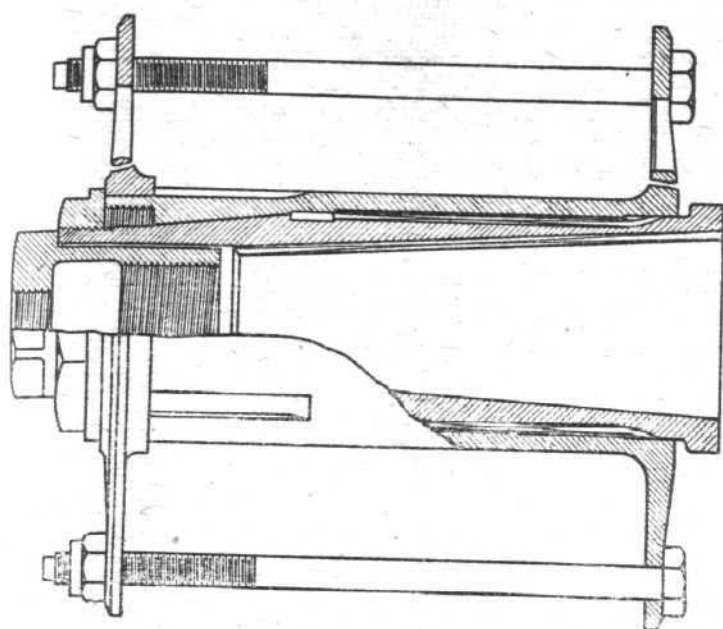


Fig. 15.—Section of propeller hub.

the previous Austro-Daimler and Beardmore engines. In other respects the construction of the propeller hub is of ordinary design, but compared with those used on most other enemy engines the weight of the propeller hub is considerably below the average, viz., 11.3 lbs.—less the crankshaft extension. Details of the propeller hub are given for reference in Fig. 15.

#### *Crankcase (Top Half)*

The construction of the cast aluminium crankcase is proportionally heavy, both in design of the top and bottom halves. The top half weighs—with main journal bearings complete and cylinder holding down bolts and studs—133.4 lbs. and the bottom half, which forms the oil base and sump, weighs no less than 73.5 lbs. dry. This makes a total weight of 207 lbs., approximately, for the complete crank-chamber, which works out at 28 per cent, of the total weight of the engine.

The transverse webs which form the crankshaft journal bearing housings, are of the usual box section, and the eight engine bearer arms cast on the crank-chamber, four on either side, are made as continuations of the transverse webs, and are of the same section; they are exceptionally deep, as shown in the cross sectional view of the engine, Fig. 3.

The front portion of the top half of the crankcase is constructed to form the feed oil tank. This tank, as shown in the section on the general arrangement drawing of the engine, encloses the bottom portion of the camshaft vertical

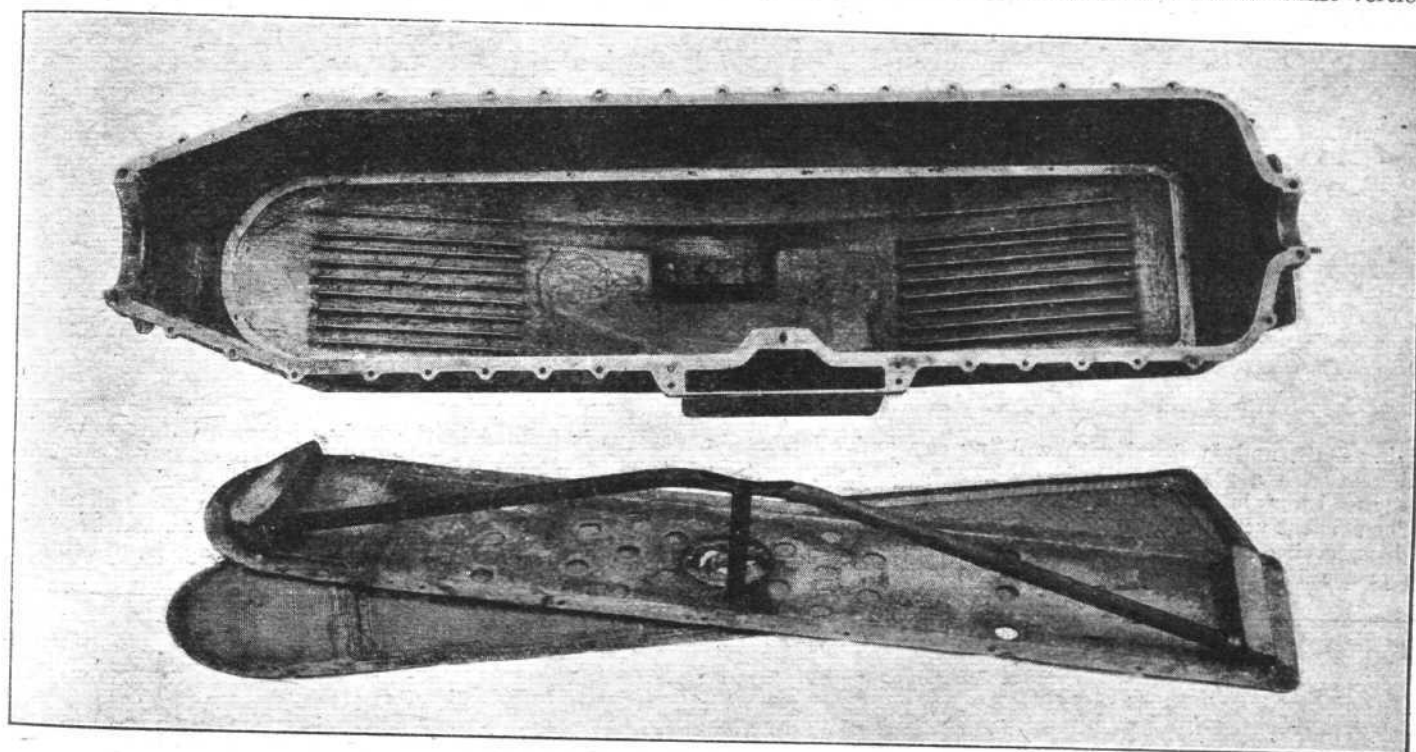


Fig. 16.—Inside view of base chamber and filter plates.

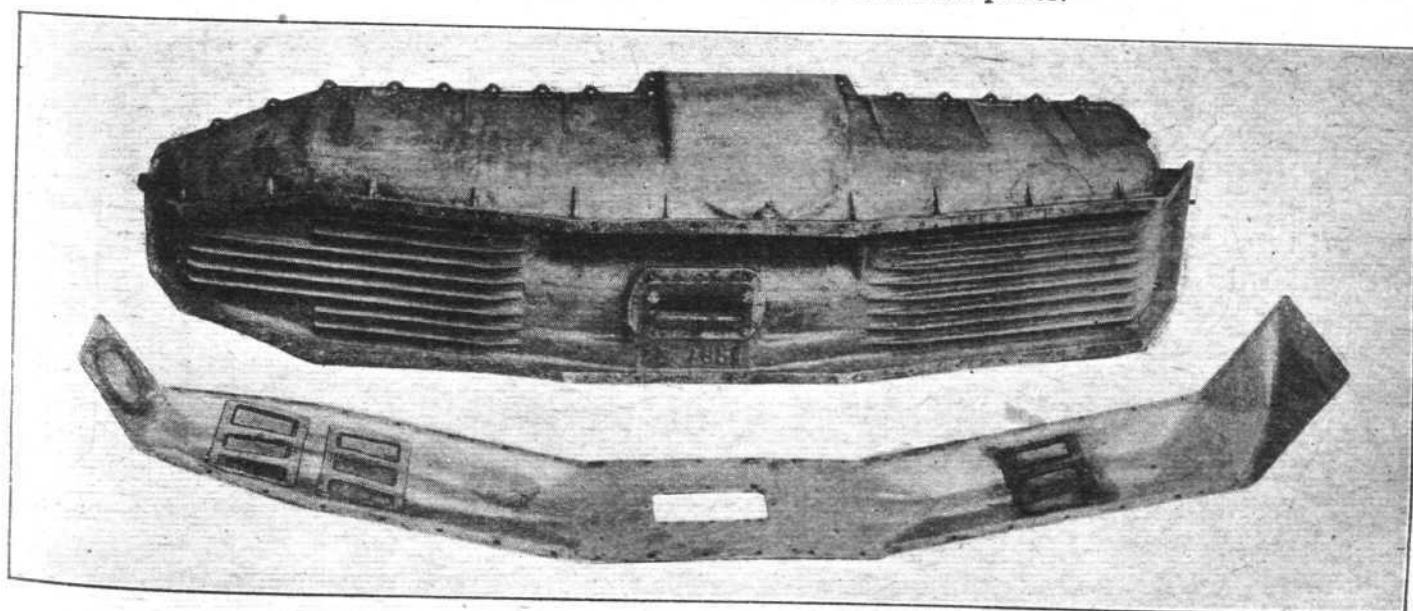


Fig. 17.—View of base-chamber from beneath, showing air passage and cover plate.



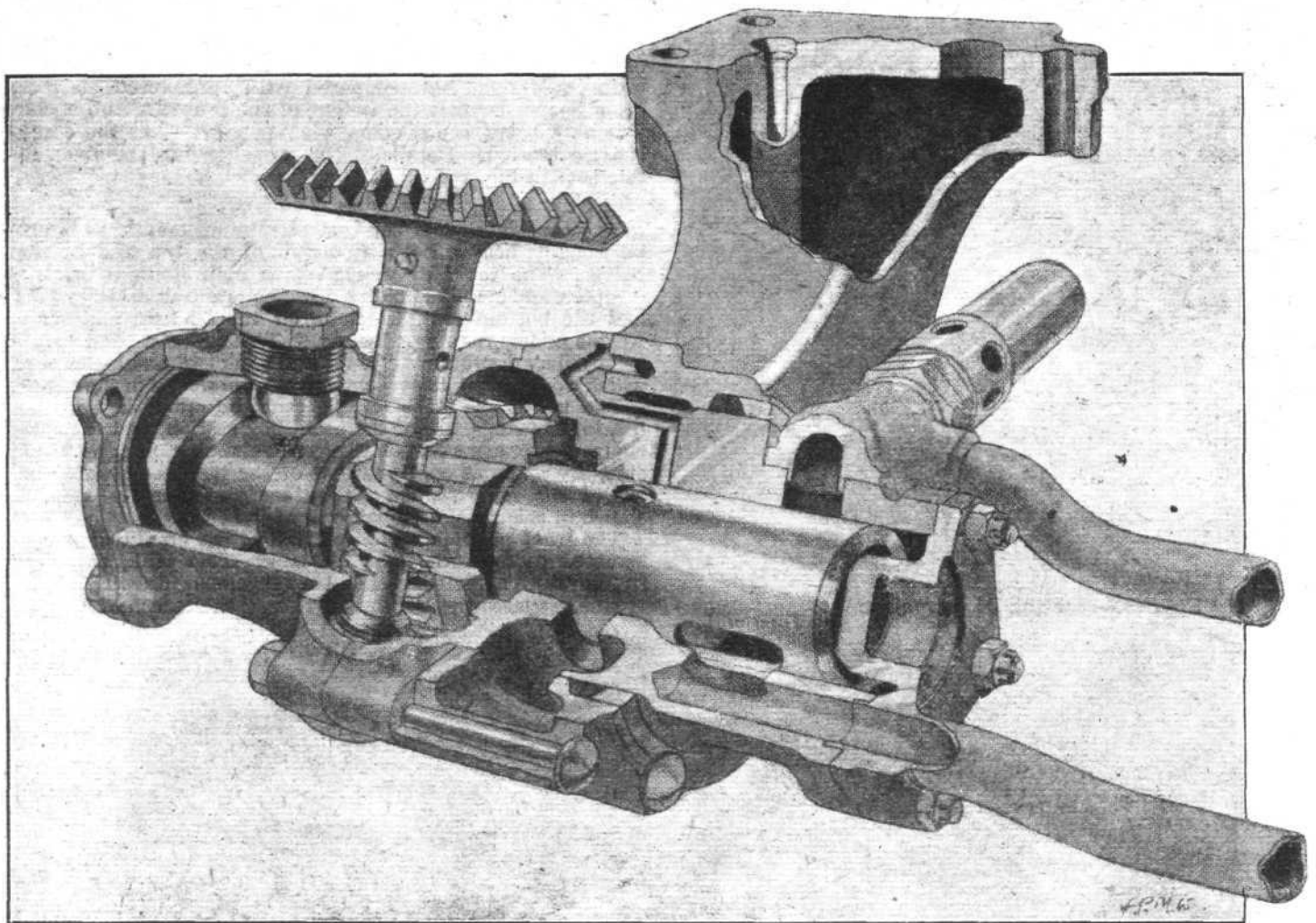


Fig. 18.—Sketch of oil pump.

driving-shaft, and is fitted with a filling cap and oil filter and also with a glass sight-level oil gauge. The capacity of the feed tank is approximately one gallon.

The efficient ventilation of the crankcase, as in most enemy engines, has been well provided for. Two breathers of normal design are fitted on the exhaust side of the crankcase, and

a passage is formed in the body of the carburettor, which communicates with the interior of the crank-chamber through a large port cast in the side of the crankcase.

This passage also communicates with the crank-chamber by two large holes cast in the webs of the central bearing housing; the primary function of this passage is, of course,

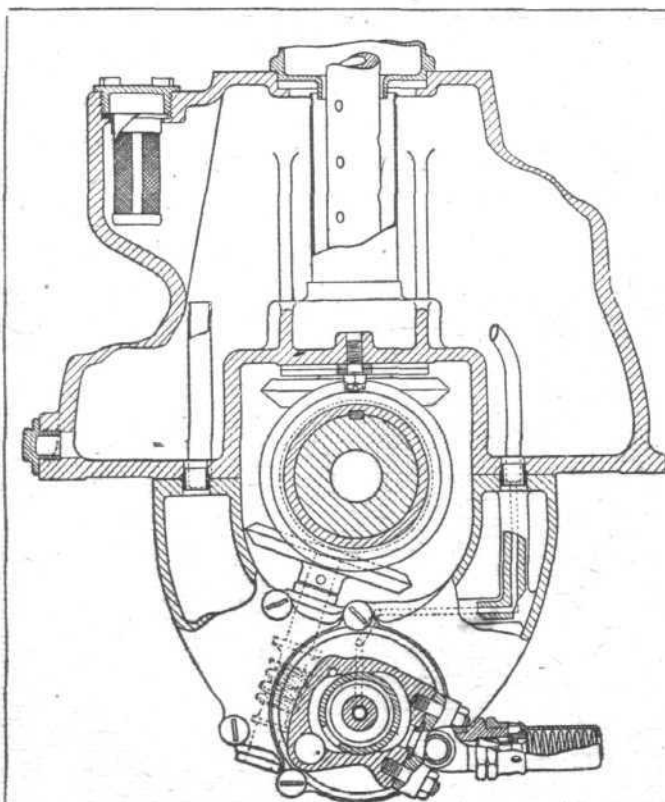


Fig. 19.—Cross section through oil pump and oil tank.

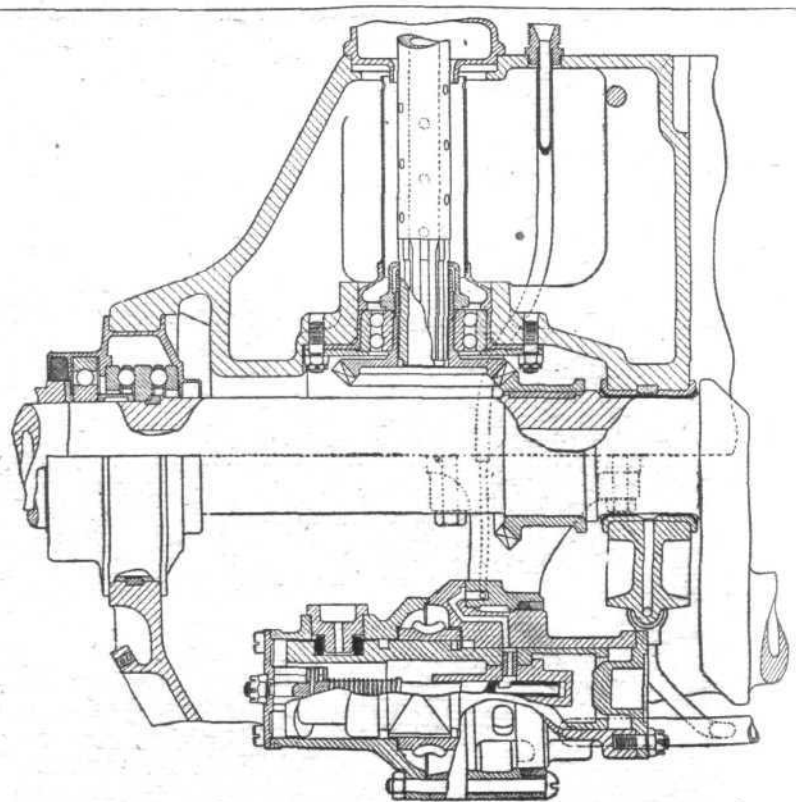


Fig. 20.—Section of oil pump and oil tank.



to assist in heating the carburettors, which are also water jacketed.

The average thickness of the walls of the crank-chamber is 9 mm.

#### Base-Chamber

The bottom half of the crank-chamber is complicated in design, and excessively heavy, weighing 73.5 lbs., complete with false bottoms.

The walls are 6 mm. thick, and are strengthened inside and out by ribs spaced 130 mm. apart.

A perforated plate of galvanised sheet steel is screwed on to a flange cast about half-way down the chamber. This plate has shallow oil sumps formed on it at each end and a large hole cut in it in the centre; other holes, 25 mm. in diameter, are pierced in it in various places. Over this bottom is screwed a sheet of finely perforated steel, covered on the underside with very fine wire gauze. Below the filter plate the bottom of the base chamber slopes sharply to the centre portion, which is flat and has a small sump bolted on underneath it. Cooling ribs are cast on the two sloping portions, both inside and out; the sides of the base chamber are carried down 40 mm. below the bottom and a strip of sheet aluminium

of a bronze worm wheel, which floats on a square formed on the plunger. The worm wheel is driven from the crankshaft by a worm cut on a small inclined shaft. Besides rotating, the plunger is made to reciprocate by means of a scroll cam machined in the plunger, which works against a hardened steel roller fixed into the pump barrel, and thus transmits the reciprocating motion to the plunger, the end of which is plugged and forms the piston of the main pump.

The small ram fitted inside is also hollow and works on the same principle, though in this case the barrel moves whilst the ram remains stationary. A port cut in the side of this small plunger is put in communication alternately with the supply pipe from the tank and the delivery pipe to the camshaft, by means of an oil way drilled radially in the main plunger. From the main oil pump the oil is forced along a delivery pipe to the centre of the engine, where it feeds the main oil lead running beneath the crankshaft and connected to each of the journals by vertical branch pipes.

The crankshaft is bored and plugged in the usual manner and conveys oil from the journals to the crank-pins, whence the oil is forced up the small pipes attached to the connecting rods into the little end bearings.

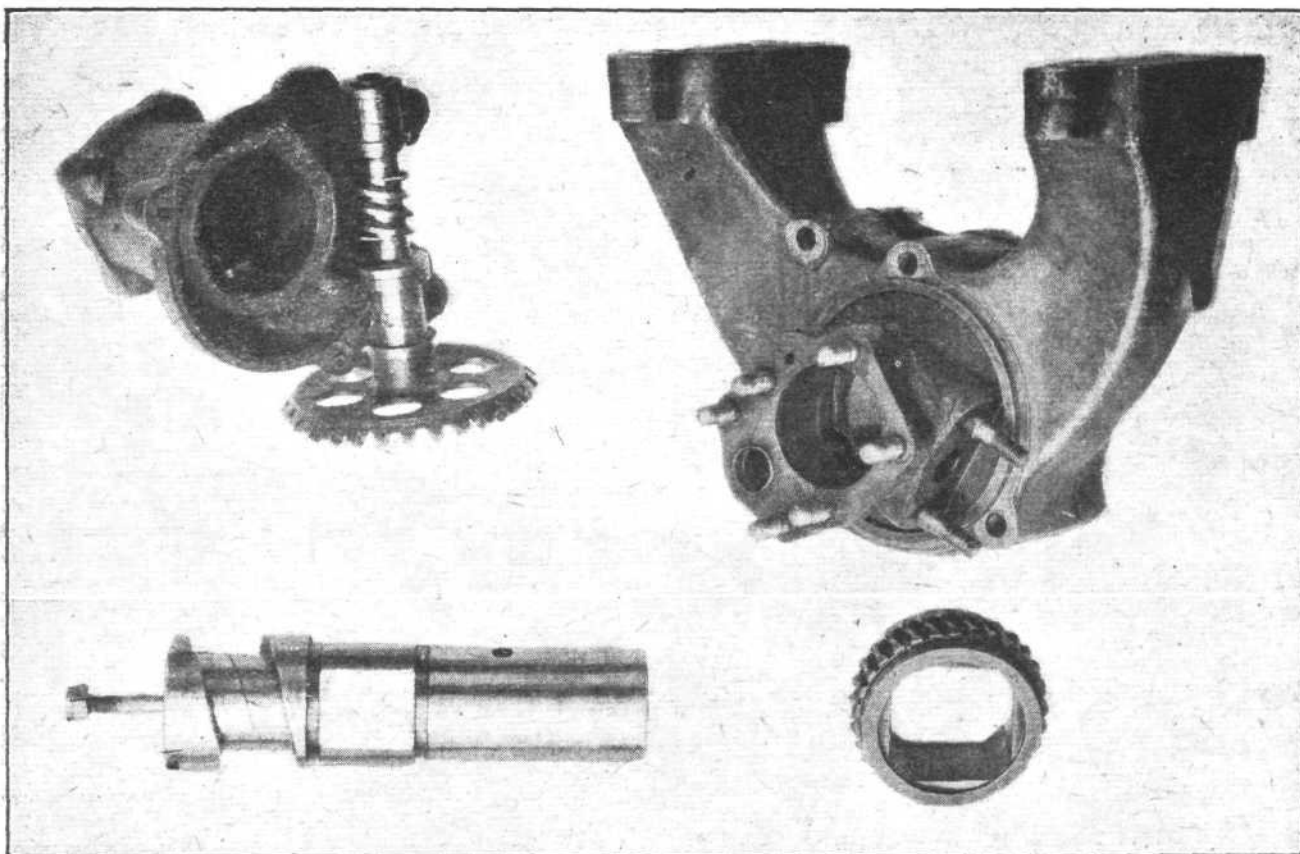


Fig. 21.—Parts of oil pump.

is screwed on to their lower edge, thus forming an air chamber along the whole underside of the engine. The aluminium plate has three air ports covered with wire gauze at each end. According to a report these ports are fitted with a vaned shutter.

The main air supply for the carburettor is taken from this false bottom through a passage cast in the side of the crank-chamber. The purpose of the false bottom is to cool the lubricating oil and warm the incoming air.

#### Oil Pump and Lubrication System

The lubrication system of this engine is on the wet sump principle, having one large pump to keep the main oil in circulation, and a smaller pump to supply a small charge of fresh oil to the system at each pump stroke.

In this engine the main pump sucks oil from the sump, which is approximately of seven gallons capacity, and delivers it under pressure to the main journal bearings.

The small pump supplies the camshaft with fresh oil taken from the tank cast in the top half of the crankcase. The main oil pump consists of a steel plunger 40 mm. in diameter, working in a cast iron barrel. This plunger is hollow and has another plunger or ram, 7 mm. in diameter, fitted inside it. Both the barrel of the pump and the small plunger remain stationary, whilst the large plunger is rotated by means

The delivery pipe from the small pump to the camshaft is taken up the front end of the engine and runs along outside the camshaft casing, being connected to the oil ways drilled in the cover plates by six inclined channels formed in the cover plates, as shown in the photograph, Fig. 10.

From this central oil lead in the cover plates the oil is conveyed to the camshaft bearings by the vertical holes drilled in the ends of the cover plates, and to the inner rocker arms by short cross channels, which deliver the oil into grooves milled in the rocker arms, whence it finds its way to the journals of the hollow rocker spindles and their bearings and also to the cam rollers and cams.

The camshaft casing is always kept half full of oil, and provision is made for filling up before starting by three holes fitted with screwed plugs, which are placed in the top of the cover plates.

From the camshaft casing the oil overflows through two grooves formed in the side of the front camshaft bearing, and thence finds its way to the sump down the vertical spindle casing, lubricating the vertical spindle bearings and gears on its way.

The oil sump is exceptionally deep, and is fed from the sheet steel false bottom by three pipes, one from each end and one from the centre.

(To be concluded.)

# AIRISMS FROM THE FOUR WINDS.

WHAT Mr. Ian Macpherson said at a meeting at Epsom last week about the "Freedom of the Seas" will for future generations apply equally to the "Freedom of the Air," so far as the Germans and their like are concerned. So it remains for our peace compilers to see to it that the world is as safely protected in the air from Hunnish possibilities as it should be on the seas. Mr. Macpherson claimed that whatever the views might be about the fourteen points of President Wilson, there was one which he would like to see disputed by us unless it meant what we meant—the freedom of the seas. We are an island (he said); our one security is the Navy, which for generations has sailed the seas as gentlemen, and until it is proved that we have sacrificed our honour and polluted the seas by crime, we can never submit to weaken the security of our just pride. If the freedom of the seas had been recognised as international law before the War our nation would have been destroyed, and thousands of American troops would never have reached these shores.

THAT "Freedom of the Seas" question, as translated by the wily Hun, is more vital than any peace point to be fought against. What it may mean in the future was also well expressed by Mr. T. Gibson Bowles at a meeting of the Navy League last week. He pointed out that if we agreed to forego this power, which has just saved civilisation from annihilation by the Blonde Beast, it meant, amongst other troubles, that in war time a German army of a million men must be allowed by us to cross the seas for the purpose of invasion of our country without a hand being lifted against it until it came within three miles of our coast. It meant that German vessels, whether oversea or submarine, might traverse the seas and lay mines, even within our waters, without our being permitted to prevent it. It meant abolition of the rights of search and capture, whereby we had maintained ourselves ever since the reign of Queen Elizabeth.

But what Mr. Gibson Bowles did not say, and what President Wilson might well carefully digest, is that it also meant

ditto in regard to that German Army going over to America and in that Army would be included a vast fleet of aircraft mother-ships, with many thousands of aeroplanes in being to start, within three miles of the U.S. coast, their "missionary" work in favour of the Huns' cultured mightiness. The Allies' Peace Terms Congress may well think it over as British Point No. 1, following upon Mr. Wilson's list of points.

THE Royal Air Force will figure prominently in the Lord Mayor's Show on Saturday. Headed by the R.A.F. band their contingent will include lorries carrying a Sopwith Dolphin, a flying boat, a German Albatros, a captured Pfalz, R.A.F. guns and bombs, model kite-balloon and model airship. There will also be a trailer containing W.R.A.F. at work at sailmaking and carpentry, while there will be an R.A.F. mobile workshop for repair of engines. In the Women's Section there will also be a display of W.R.A.F. at aeroplane work. Another air feature in the show will be a travelling pigeon loft. Altogether a brave array.

GERMAN prisoners of war are up against working side by side with Conchies again. This time it is at a South of England camp, the job being road-making. Their contention takes this form: "We have struck work. These men are conscientious objectors, and won't fight for their country, and we won't work with them; let them go and fight—the cowards." The promise of punishment for insubordination had no effect, so the C.Os. were withdrawn and the road-making then proceeded. Probably the C.Os. consider they've got the best of the bargain again. At least this strike deserves more sympathy than the wood-workers' Trade Union job Liverpool way.

THE Seamen's and Firemen's Union can regard as a distinct honour the action last week of the delegates to a special session of the Irish Trades Union Congress and Labour party, expelling the representatives of the S. and F.U. from the



AN APPEAL IN AID OF THE CHEVRONS CLUB FOR PETTY OFFICERS AND N.C.Os.—Scene at the Mansion House Meeting last week. From left to right: Lieut.-Gen. Sir Francis Lloyd, K.C.B., Maj.-Gen. Sir Godfrey Paine, K.C.B., Sir E. Kemp, General Seeley, the Lord Mayor (standing), and General Fielding.



meeting. Although the motion was ruled out of order, the Seamen's Union delegates retired, no doubt feeling they were well away from Hunnish contagion.

It was the first time any of them had seen a heron in flight, and nobody in the camp, from the sergeant-major downwards, seemed to be certain what it was.

It was a private, who was an old taxi-driver, who solved the problem for them.

"I know what the blighter is," he said. "He's a Handley-Page pigeon."

"Q."

THE big twin-engined Gotha bomber droned steadily across the skies eastward. Her work of destruction had been done, practically unmolested, as it happened. The pilot, after the tension of the past few hours, relaxed his tired muscles, and looked back at the tawny haze above Paris, spattered with the gold of the setting sun. He fell into a mood of drowsy content, lulled by the sense of dangers past, and present security. Such moods are dangerous, for no German may ever feel completely immune from our compact little scouts, which may be racing up behind their "blind spot," or hiding coyly in a cloud, to pounce at the psychological moment.

Suddenly from underneath, a little de Havilland chaser surged up, with the speed of a bullet. As she passed the observer sprayed a fan of lead from his machine-gun at the now thoroughly awakened Hun. The startled German made a mental note not to be caught *that* way again. The Spandau gun behind him broke out re-assuringly. The little de Hav. eddied and wriggled, round the bomber, almost as if in play, like a butterfly round a big, indulgent St. Bernard. He "zoomed" as a cat scales a wall, fell into a sickening "vrille," came out with a clean recovery, and executed an "Immelmann turn" like a gutter-child flings a cartwheel.

Quickly he gained height again, still unhurt, and as he pounced once more on the big machine, that clumsily tried to evade him, his gun spoke anew. Suddenly there was the rending noise of a splintering propeller. The little de Hav. had cut it too fine in passing, or the bomber had surged upwards unexpectedly. The nose of the scout was fixed, as if mortised, in the right wing of the battle-plane. All this passed in a few seconds. Both pilots switched off and stopped the flow of their petrol.

The machines locked together, began to fall in a slow spin. The pilot of the bomber burst into explosive gutturals, and tried furiously to work his controls. It was utterly useless. They were falling now with terrific speed, and he seemed to feel in advance the shock that was to come, to see himself crushed under his own engines. He could do nothing but wait. The Englishman gripped the sides of his narrow fuselage, and hoped that what must happen would happen quickly. The wind whistled through the taut wires.

The altimeter showed him 3,000 feet, 2,000, the hand rapidly receding on the dial. The country seemed to rush

up towards them. Then came the crash, a great smashing of branches. Was it death? The English pilot patted himself all over gingerly, loth to believe that he had come through unscathed. He crawled out of the crumpled framework. On the ground he saw the pilot of the German bomber, white with pain, and his observer bending above him, ripping open seams to get at the compound fracture of the leg. Of the three the Hun pilot was the only one gravely hurt, the other two being practically scathless.

Nor only has the Gaul a greater facility for expression than we tongue-tied Islanders, and less reserve about giving vent to his imprisoned soul, but he does it with a metrical facility and an unconscious ease of which we should feel ashamed. So it would appear, at least, from the specimens of verse written by French pilots, another of which we give below, and which is distinctly more meritorious than some of the offerings received from British poet-aviators, who invariably seem to miss on several cylinders:—

"Tout est comme endormi ; le ciel semble d'étaï.  
Pas un bruit sur la place ou grille le feuillage  
Des tilleuls argentés. Le silence au village  
Alourdit la chaleur. Un murmure incertain.

Gronde et paraît l'écho d'un ronflement lointain,  
Et, voici que trouant l'azur d'un long sillage  
Précédant, le premier, l'escadrille en voyage,  
On voit sourdre l'avion dans l'éther argentin.

Puis, deux, trois, six et dix, et, dominant la foule  
Des gamins accourus, un cri s'élève, roule :  
Ohé ! L'aéroplane ! . . . Un autre . . . Un autre encore !

Les vivats, les clameurs, la folle exubérance  
Ont peuplé tout d'un coup le rustique décor,  
Et le joyeux salut monte aux oiseaux de France."

This pretty little silhouette is the work of the Lieutenant-Aviateur André Mailfert, who has published a book of verse entitled "Les Ailes."

#### TEN YEARS AGO

*Excerpts from "FLIGHT," of October 31st, 1908.*

WILBUR WRIGHT'S PROGRAMME.

Wilbur Wright has received the sum of 250,000 frs., which is half the total amount specified in the Weiller contract, and the remainder will become his when he has taught his three pupils to fly.

ZEPELIN NO. 1 OUT AGAIN.

The reconstructed Zeppelin No. 1 made its re-appearance on Friday of last week, after a lapse of about five years, during which interval the models known as Nos. 2, 3 and 4 have successively occupied the mind of the famous inventor. In its latest form, No. 1 resembles the ill-fated No. 4 on a smaller scale, but wood has very largely been substituted for aluminium in many parts of the framework. Propulsion is effected by two 84 h.p. engines, and accommodation is available for a crew of twelve men in the two cars.



The type G II Friedrichshafen bomber.

# PERSONALS.

## Casualties

Capt. ARTHUR BRACON BAGLEY, M.C., who died on October 29th of wounds received in action, was born in Rangoon in March, 1891. He was educated at Harrow, and Pembroke College, Cambridge. He was posted to the 1st Royal Dublin Fusiliers in India, but when the war broke out was home on leave learning to fly. After qualifying, he served in France in the R.F.C., and when invalided home acted for some time as instructor to pupils at a flying school. He then rejoined his regiment, and was through the Irish rebellion before going back to the front, where he afterwards won the M.C. for conspicuous gallantry on February 28th, 1917, when he was wounded. He married Kathleen, only daughter of Major Fearnside-Speed, and leaves a widow and son.

Capt. PETER HANDCOCK BROUGHTON-ADDERLEY, who died on October 16th of wounds received in action on the previous day, was the eldest son of Mr. and the Hon. Mrs. Hubert Broughton-Adderley, of Tunstall Hall, Market Drayton, and Barlaston Hall, Staffordshire. He was educated at the Rev. E. L. Browne's, St. Andrew's, Eastbourne, Eton (Mr. Stones), and Exeter College, Oxford. He was a good all-round sportsman and cricketer, and at Eton obtained his Upper Sespenny, Lower Club, and XXII, and his house colours, and was a member of the Eton Society. At Oxford he played cricket for his college and for the Authentics, and was a member of the Bullingdon Club. He was also a member of the M.C.C. After leaving Oxford he went out to Rhodesia to take up tobacco farming, but after nine months contracted blackwater fever and sunstroke, and had to return to England. In 1914 he went to Canada, and on the outbreak of war tried to enlist, but could not get passed for active service. In September he joined the Royal North-West Mounted Police at Prince Albert, and served with that Force for two years. He then joined the R.N.A.S. at Toronto, and went to France in February, 1917, to complete his training, but owing to a bad crash had to give up flying. He transferred to the Scots Guards, went to the front with them in December, 1917, and obtained the acting rank of captain last September.

Lieut. JOHN HERBERT ROBERTS, R.F.A. and R.A.F., who was killed in action on September 24th, after nearly four years' active service, was the only son of the late Rev. Herbert Roberts, Vicar of East Lulworth.

Capt. LENOX STANLEY ARBUTHNOT (JIM), R.A.F., who was killed on November 1st as the result of an aeroplane accident, aged 22, was the only son of Major and Mrs. Lenox C. Arbuthnot.

Capt. GOODWIN T. H. BARNES, R.A.F., who died on October 29th at Ryde, from influenza, aged 21, was the only son of the late G. Howard Barnes, of Bromley.

Mr. FRANK ASHWORTH BRIGGS, who was well known as a journalist on the staff of the *Daily Mail*, died on Friday, aged 34. The younger son of the late E. F. Ashworth Briggs, barrister-at-law, he was educated at the City of London School, where he carried all before him. He not only became captain of the school, but was a fine all-round athlete. His subsequent career was determined by the foundation by Lord Northcliffe of a scholarship in journalism, in memory of G. W. Steevens, a distinguished Old Citizen. Briggs won the first scholarship from the Sixth Form, and at once set out on a 15 months' tour round the world, during which he studied newspaper methods on the Continent of Europe, and in Egypt, India, Japan, Australia, and the United States. Returning with this exceptional technical equipment to London, he joined the editorial staff of the *Daily Mail*. He wrote with enthusiasm and originality on flying and national service, and was a keen Territorial officer. His journalistic career was unhappily cut short by a motor-cycle accident early in 1914, and it was this accident which has now resulted in his untimely death. He leaves a widow, the eldest daughter of Mr. and Mrs. R. L. Capell, of Northampton, and one child.

HAROLD CARTER, who died on October 27th, as the result of an accident whilst flying, aged 18, was the youngest son of Mr. and Mrs. Ben Carter, 161, Maida Vale, W. 9.

Capt. WILLIAM GEORGE COURTHOPE, who died on October 21st from pneumonia, was born on November 28th, 1871, the eldest son of Mr. W. J. Courthope, C.B., LL.D., D.Litt. He was educated at Eton and New College, Oxford, and was called to the Bar in Trinity Term, 1899, by the Inner Temple. During the period of reorganisation after the South African War he for some time held an appointment in the Education Office at Johannesburg, but subsequently returned to London to follow his profession at the Bar. Soon after the outbreak of the present war, having had preliminary training in the Inns of Court O.T.C., he obtained his commission in the Bedfordshire Regiment, and was with his battalion in the fighting line at the front, where also he was afterwards employed in legal work for Courts-martial. Later, he was appointed military representative on the tribunals in Surrey. Recently he was attached to the R.A.F. as a staff captain, and it was while on his way to take up his duties that he was taken ill, and died at a military hospital abroad on October 21st. In pre-war days he was a well-known figure in the croquet world, especially on the grounds of Sussex and Surrey, and he achieved considerable success at the game.

Capt. KENNETH CARLYLE GILL, M.C., R.A.F., who died on October 23rd, as a result of a flying accident on October 22nd, aged 25, was the sixth son of Rev. and Mrs. Arthur Tidman Gill, The Vicarage, West Wittering, near Chichester, and grandson of the late Rev. Geo. Gill, Burnley and L.M.S.

Sec. Lieut. JACK HARDY, R.A.F., who died suddenly on October 21st from pneumonia following influenza, while on active service, was the husband of Frances E. Cunliffe Hardy (née Goodall), of Beechwood, Orpington, Kent. His age was 28.

Lieut. E. BRIAN HENDERSON, Western Ontario Regt. (attd. R.A.F.), who died on November 3rd of septic pneumonia following influenza, was the eldest and only surviving son of E. G. Henderson, Windsor, Ontario, and husband of Marguerite Henderson.

Lieut. GEOFFREY HOOK, R.A.F., who died on October 4th at Vancouver Island, B.C., while at home on sick leave, aged 24, was the youngest and last surviving son of Allan J. Hook, of Madroñas, Cobblehill, Vancouver.

Capt. JOHN HERBERT TOWNE LETTS, M.C., R.A.F., who was killed in a flying accident in France on October 11th, aged 21, was the only child of Mr. and Mrs. Walter Letts, of Steep Hill House, Lincoln. He was educated at Aldeburgh Lodge, Suffolk, Roydon Hall, Norfolk, and at Lancing, where he reached the Sixth Form, was a house captain, and in the football first XI, and school swimming team. He was also winner of the open quarter mile race, held five house colours, and was sergeant in the O.T.C. He went to Sandhurst, and in January, 1916, was gazetted to the Lincolnshire Regt. and the R.F.C. He went out to the front in June, 1916, and again in March, 1917, and took part in the big air battle on April 6th of that year, on the conclusion of which he was promoted captain and flight-commander. On Easter Monday he, with one other machine, fought five Germans of the "Circus," and shot down two certainly, and it was believed three. Capt. Letts' observer was killed, and his machine shot to ribbons. On May 24th he, alone, attacked four German double-seaters, destroying two and driving the other two down, for which he was awarded the M.C. On August 22nd, 1917, he, with two other machines, intercepted and pursued eight Gothas returning from a London raid, the rearmost of which Capt. Letts engaged and damaged, and only drew off when 40 miles out at sea and off Zeebrugge, his observer being killed. On October 11th, while leaving an aerodrome, some mishap occurred, and not having height enough to recover, he crashed, and was instantaneously killed.

Capt. JAMES F. MORRIS, M.C., R.A.F., who was killed in a flying accident in America, was the son of Mr. James Morris, Rosehall, Polmont. Capt. Morris and other officers of the British Aviation Mission, under General Lee, were on a tour of the cities, giving exhibitions of flying and doing propaganda work. It was at Cincinnati, the second city they were visiting, that Capt. Morris was killed. He had not risen very high



when he was heard to throttle back his motor, and was seen to be coming down and to be unable to get flattened out. The result was that the machine nose-dived to the ground, and he was killed instantaneously. Mr. and Mrs. Morris have received messages of sympathy from their Majesties the King and Queen, the Air Minister, the staff of the Air Board, to whom Capt. Morris was well known; and from numerous brother-officers of the R.A.F. in England and in France. An engraved memorial has arrived from the Caledonian Society of Cincinnati and the Aero Club of America, with expression of sympathy. The Chamber of Commerce are arranging for a memorial to be sent to his parents in Scotland.

Capt. FRANCIS GRANGER QUIGLEY, D.S.O., M.C., R.A.F., who died at Liverpool on October 20th, was the youngest son of the late R. J. Quigley, of Toronto, Canada. In the autumn of 1914 he was a science student at Queen's University, where during the two previous years he had distinguished himself in Rugby football, and with the hockey team. At that time he joined the Canadian O.T.C. at Ottawa, and later joined a company of the Canadian Engineers. It was with this unit that he went to France the following September (1915). After 16 months' service in the field, which included several rather severe engagements in the Ypres salient, at St. Eloi, and on the Somme, he transferred to the R.F.C. Returning to France as a pilot, he won his promotion to flight-commander, and was awarded the D.S.O. and the M.C. and bar. He had carried out many low-flying raids on the enemy's trenches, aerodromes, and back areas, and up to last March had been credited officially with 25 aerial victories.

Lieut. CHAS. E. REYNOLDS, R.A.F., who died of wounds on October 23rd, aged 22, was the eldest surviving son of the late James Reynolds and of Mrs. Reynolds, of North View, Sevenoaks, formerly of Alleyn Park, Dulwich.

Lieut. ARTHUR JOSEPH SMEE, Wiltshire Regt. and R.A.F., who died on October 28th as the result of a flying accident, aged 23, was the only son of Mr. and Mrs. J. Sme, of South Norwood.

Capt. FRANK OSWALD SPENSLEY, R.A.M.C., who died suddenly of pneumonia at the Burdon Military Hospital, Weymouth, on October 23rd, took his medical course at St. Thomas's Hospital, and was appointed senior medical officer of Darent Asylum in 1911. On receiving his commission, he served with the Salonica Force until November, 1917, when he was invalided home. Latterly he was attached to the R.A.F., at Blandford, where he was at work until the day before his death.

Lieut. CLAUD HANDLEY TROTTER, Alberta Dragoons, attached R.A.F., who was accidentally killed while night-

flying in Essex on October 13th, was the youngest son of the Rev. J. Crawford Trotter and Mrs. Trotter, of Ardahan Rectory, Co. Galway. He was born in 1895, and educated at Galway Grammar School and the Royal School, Armagh. He enlisted at the outbreak of war in the Alberta Dragoons, Canada, and very soon won his commission. He was twice wounded, once with the Canadian Force in a bombing raid on the German trenches, and again as an observer in the R.F.C., when his machine crashed and his pilot was killed. On this occasion he was recommended for the Albert Medal for endeavouring to save his pilot's life, but just missed the award on technical grounds.

#### Married

Capt. E. L. CROWE, R.A.F., late The Buffs, only son of Mr. and Mrs. Edgar Crowe, was married quietly at the Royal Bavarian Chapel, Warwick Street, to MARJORIE, only child of the late Mr. and Mrs. GEORGE CHESTER TOMS, and granddaughter of Mrs. Edward Morten, of 30, Courtfield Gardens, S.W.

Capt. C. J. NEALE, M.C., R.F.A., eldest son of Charles Neale, Kneeton, Notts, was married on October 26th at St. Mary's Church, Carlton-le-Moorland, to MAY (MOLLIE), daughter of W. E. BROCKLEBANK, Carlton-le-Moorland, Lincs.

WILLIAM TREVOR WATSON, of Gray's Inn and S.E. Circuit, Barrister-at-Law, Temp. Capt. R.A.F., was married on October 29th at St. Bride's Church, Fleet Street, to CLARE, elder daughter of JOHN WATSON, Esq., "Wilmslow," Eltham Park, S.E.

#### To be Married

A marriage has been arranged, and will take place on November 27th, between Capt. REYNELL O. C. BUSH, Royal Dublin Fusiliers, attached R.A.F., son of the Rev. H. Cromwell Bush, vicar of Seend, Wilts, and MARY ELEANOR, only daughter of Mr. F. MARSTON, of Rock Ferry, Cheshire.

The engagement is announced of Lieut. J. K. SMITH, Lancs. Fus. and R.A.F., youngest son of Mr. and Mrs. T. E. Smith, Dun-Withins, Heaton, Bolton, and MARIAN, youngest daughter of the late ARTHUR B. SCHOLFIELD, and Mrs. Amy Scholfield, St. George's Square, St. Annes-on-Sea.

The engagement is announced of Major C. J. TRURAN, R.A.F., only son of Mr. and Mrs. J. Jameson Truran, of Harrow-on-the-Hill, and BETTY, eldest daughter of the late T. J. SCAIFE and of Mrs. Scaife, of Gateshead, Newcastle-on-Tyne.

#### Items

It was announced in the *Court Circular*, dated Buckingham Palace, November 1st, that Lieut. S. S. B. PURVES, R.A.F., had the honour of being received by the King.

and brought down. The machine was smashed and the pilot, who was wounded, was taken to hospital.

#### America's Aeroplane Output

"THE alleged virtual failure of America's aircraft production of six months ago has been replaced to-day by a successful production, which, according to well-informed observers, will rank high as a military achievement," says the *Daily Telegraph's* New York representative under date of November 1st. "To date, it is declared, America has built more aeroplanes of all kinds than were engaged last July on the Western front on both sides, and she has produced 27,000 aeroplane engines, of which more than 11,000 are Liberty motors. American manufacturers are ready to support their claim with test records and production charts that the Liberty motor and the De Haviland aeroplane are the sensation of the year, both here and abroad, and the Allied Governments, it is said, are ordering all they can get.

"Some idea of the remarkable production here may be obtained when it is considered that the Americans have built more engines this year than England built from the time she entered the war until the end of 1917, and the same is true of France. The United States have built more aeroplanes this year than England did from 1914 to the end of 1916. Production has now reached a point, it is said, where the supply is greater than the cargo space available for transportation. America's aircraft programme has been carried out to date at a cost of £97,000,000, and there is a balance of £183,000,000 still remaining, which, it is estimated, will bring the total of Liberty motor production to 50,000 if the War is prolonged, and provide an overwhelming number of planes. It is being questioned in some quarters whether the charges that the money voted for aeroplanes has been 'largely wasted' are justified."

#### Back from Germany

The following officer who was a prisoner in Germany has now arrived in England:—

Morse, Capt. T. W., Cent. Ont. R., attd. R.F.C.

#### Ministerial Fliers

LAST week Mr. Bonar Law again chose the aeroplane for his trip to Paris to join the Prime Minister and his colleagues in France, while M. Painleve, travelling from London to Paris, also used the aerial way.

#### R.A.F. Brigade's Record

"You know of the extraordinary performance of the Royal Air Force in crashing 67 German machines in one day," writes *The Times* correspondent at Headquarters in France. "There is one brigade which already held the 'record' by having sent down 22 enemy machines in 22 hours with the loss of only nine of its own; this time it exceeded even that performance. In that single day the brigade crashed 21 German machines, besides destroying one balloon with the loss to itself of only one machine."

#### Bombing Rebels in Tangier

THE rebels, under Kassim ben Salah, who are giving the French trouble in Tangier, have been receiving attention from the French bombers. Some of their contingents have been temporarily dispersed, but it was feared they would congregate again.

#### Over the Engadine

AN aeroplane, the nationality of which was not identified, flew over the Engadine on October 29th at a great height, and disappeared towards the south.

#### Swiss Bag a Hun

A GERMAN machine was flying over Swiss territory on October 28th, when it was fired on by the Swiss outposts

# THE ROYAL AIR FORCE

London Gazette, October 29th.

The following temporary appointments are made at the Air Ministry:—  
**Staff Officers, 2nd Class.**—W. A. Hunter (Capt., Gen. List) is granted a temp. commn. as Cap., and to be actg. Maj. while so employed; June 21st (substituted for notification in *Gazette*, Aug. 16th. Capt. R. A. Laws, and to be actg. Maj. while so employed, vice Capt. (Temp. Maj.) F. B. Rigby (now dead); Sept. 26th.

**Staff Officers, 3rd Class.**—Capt. A. P. M. Sanders; Aug. 5th. Capt. G. F. Clark, vice Sec. Lieut. (Temp. Capt.) T. H. McArthur; Oct. 8th. (T.) A. W. Dods (Temp. Capt., R.A.), and is granted a temp. commn. as Capt.; May 23rd.

**Staff Officer, 4th Class.**—Sec. Lieut. A. O. M. Limb, and to be actg. Lieut. while so employed; Oct. 30th.

The following temporary appointments are made:—  
**Colonel (Staff).**—(Air)—Lieut.-Col. (Temp. Col.) R. H. Clark-Hall, D.S.O., and to retain his temp. rank while so employed; Aug. 16th.

**Staff Officer, 2nd Class.**—(Air)—Capt. H. E. Weaver, and to be actg. Maj. while so employed; Aug. 16th.

**Staff Officers, 3rd Class.**—And to be actg. Capt. while so employed, if not already holding that rank:—Lieut. M. A. Benjamin, M.C., Sec. Lieut. W. Lienard; Aug. 1st. (P) Capt. G. M. Gibbs; May 5th. Capt. W. G. Courthope; Oct. 12th. (T.) Sec. Lieut. (Hon. Lieut.) F. J. W. Humphreys; Sept. 5th.

**Staff Officer, 4th Class. (2nd Grade).**—Lieut. L. R. Neville; Oct. 25th.

## Flying Branch.

Capt. to be Temp. Maj. while employed as Maj. (A):—M. D. Barber; Oct. 8th. (Hon. Maj.) A. M. Miller, D.S.O.; Oct. 18th. A. G. Walker; Oct. 23rd.

Capt. E. A. de L. De Ville to be Temp. Maj. while employed as Maj. (A. and S.); Oct. 1st.

**Captains to be Captains (A):**—H. A. Furniss, from (O); July 13th. C. C. Darley, from (S.O.); Oct. 9th.

Maj. A. O. Westendarp reverts to Capt. (A.) at his own request; Oct. 15th.

Lieuts. to be Temp. Capt. while employed as Capt. (A):—M. H. Butler; May 30th. G. N. McBlain; Oct. 6th. J. Palmer; Oct. 11th. W. J. Mackenzie; Oct. 14th. G. V. Howard, G. A. E. Norgarb; Oct. 15th. H. R. Clarke, T. H. Gladstone, A. C. S. Irwin, P. Kent; Oct. 17th. E. C. Grimes; Oct. 18th. C. Findlay; Oct. 19th. E. A. Burn, J. McDonald; Oct. 21st. G. T. Williams; Oct. 22nd. E. J. Lussier; Oct. 23rd.

Sec. Lieut. O. A. P. Heron to be Temp. Capt. while employed as Capt. (A); Oct. 23rd.

Lieut. G. A. King, D.F.C., to be Temp. Capt. while employed as Capt. (O); Oct. 9th.

Lieuts. (T.) to be Lieuts. (A):—E. S. Dowdall; Aug. 26th. H. E. Haslehurst; Sept. 23rd.

The following Cadets are granted temp. commns. as Sec. Lieuts. (A):—O. R. Allen, W. L. Anderson, J. W. Barrus, W. T. Booth, D. F. Burr, W. McG. Cochran, J. R. Crocker, R. N. Cunningham, R. W. Cunningham, H. F. Donovan, J. L. Dugan, F. H. Edson, J. H. Findlay, C. L. Foote, B. L. Ford, T. C. Fraser, J. M. Freston, R. Gilruth, D. W. Gracey, J. J. Heney, S. B. Howson, H. R. Hillick, R. Hugo, J. F. Hyde, J. D. Jackson, J. E. Jellison, M. R. Jordan, A. T. Jost, J. A. Lafontaine, C. Lawie, W. E. B. Lyon, A. P. Malone, G. W. Moir, C. W. Morris, E. T. Morris, G. M. Morrison, C. P. McCuaig, E. J. McDougall, W. A. McKinnon, B. O. Oughton, V. P. J. Phillips, S. R. Robertson, L. C. Robinson, C. Robson, H. M. Ross, A. B. Ryan, P. M. Sangster, H. G. Schoppe, C. J. Schutz, B. A. Shields, F. G. Stafford, L. E. Stone, H. M. Stover, H. H. Street, J. L. Trotman, H. H. Weeks, L. E. Wells, T. H. Wright, P. H. Zealand; Sept. 12th. G. P. Ashcroft, B. S. Ashley, G. T. Beggs, P. V. Bedore, W. J. Boddy, E. H. Bradley, J. A. Burgess, J. McL. Campbell, C. S. Cassey, A. B. Cleveland, H. W. Colgan, F. H. Cockpock, R. B. Crawford, R. Davis, L. B. Dixon, E. C. W. Dobbin, W. A. Evans, H. F. Feasel, W. C. Frickelton, L. Galibert, H. C. Glassford, E. B. Goodman, W. Graham, V. A. Grant, S. H. Hagerman, F. E. Hall, L. A. Hunt, G. H. Hunter, H. B. Hunter, G. A. King, A. J. Lacasse, J. P. C. MacLachy, R. H. Masterman, C. K. McArthur, J. H. McBride, T. J. McGrath, A. M. McMorran, N. L. Neff, S. Pile, S. Playford, W. P. Powers, F. N. B. Proctor, A. Raymond, T. Rockett, L. S. Rowden, G. M. Sampson, L. Smye, J. Seed, L. L. Stanton, A. Strachan, V. H. Summers, R. I. Walker, R. Wilkinson, C. B. Windsor, H. A. Zeats, R. L. Lefebvre; Sept. 19th. H. R. Baker, H. O. Beattie, E. E. Bennett, J. Bill, Z. J. Bissonnette, J. M. Brett, W. C. Campain, G. H. Campbell, E. W. Chess, A. K. Colley, C. De La Bergne, S. P. Fall, P. L. Fannen, H. F. Gates, A. W. Hardy, R. T. Henley, C. A. Hingsperger, L. A. Holley, E. A. Hunt, A. O. Innis, A. J. Jones, S. F. S. Jones, P. Keeley, F. C. Manderson, D. X. Marks, O. M. Murphy, D. A. McCuaig, J. G. McEntyre, A. E. McNicoll, R. F. D. Parker, B. D. Passow, F. A. Porter, J. E. Roberts, G. J. D. Ryan, C. W. Smallbone, E. P. Smith, H. C. W. Smith, F. V. Sutton, H. W. Sutton, C. L. Tait, E. R. Thom, V. A. Tozzi, W. K. V. Ness, A. T. Wood, N. Fahey; Sept. 26th.

The following Flight Cadets are granted temp. commns. as Sec. Lieuts. (A):—J. Pritchard, C. W. Calder, W. Jeffries, W. D. Melluish; Oct. 14th. E. W. G. Henstridge, J. H. Mallam, D. Welsh, L. K. Clark, M. S. Hale; Oct. 15th. G. A. Johnston, J. B. Pearson, A. J. Broadberry, R. Newton, E. Havers, M. N. Ireland; Oct. 16th. E. Arnold, A. L. Cormie; Oct. 17th.

The following are granted temp. commns. as Sec. Lieuts. (A. and S.):—Prob. Flight Officer W. Harmston; May 17th. A. S. Cowlshaw; Sept. 26th.

Prob. Flight Officer S. M. Morris is granted a temp. commn. as Sec. Lieut. (A. and S.); June 14th (substituted for notifications in *Gazette*, July 30th and Aug. 9th).

The following Flight Cadets are granted temp. commns. as Sec. Lieuts. (A and S.):—J. A. Griffin; Aug. 3rd. C. A. Milner; Aug. 23rd. J. A. P. Hunt; Sept. 21st. C. J. Pybus; Sept. 28th. H. E. Crosby; Oct. 18th. J. R. Stephens, A. J. Russell, T. E. H. P. Kennedy, H. S. Mills, O. K. Kanthack, B. T. P. O'Brien, H. T. Long, R. G. Lamplough; Oct. 26th.

The following are granted temp. commns. as Sec. Lieuts. (K.B.) (substituted for notification in *Gazette* Oct. 15th):—D. McK. Dinwiddie (Temp. Capt., R.E.), and to be Hon. Capt.; Sept. 10th. L. F. Edwards (Lieut., Essex R., T.F.), and to be Hon. Lieut.; Sept. 17th. J. S. Maguire (Lieut., N. Staffs. R., S.R.), and to be Hon. Lieut.; J. C. McIlroy (Lieut., R.F.A., T.F.), and to be Hon. Lieut.; W. Seagram (Sec. Lieut., R.F.A., S.R.), H. S. Openshaw (Temp. Capt., E. Surr. R.), and to be Hon. Capt.; J. F. Swindells (Lieut., Ches. R., T.F.), and to be Hon. Lieut.; Sept. 25th.

L. C. Spaven (Temp. Sec. Lieut., R. W. Kent R.) is granted a temp. commn. as Sec. Lieut. (K.B.); Sept. 14th (substituted for notification in *Gazette* Oct. 11th.)

C. Swann is granted a temp. commn. as Sec. Lieut. (K.B.); Sept. 20th.

Sec. Lieut. G. Tiplady (late Gen. List, R.F.C., on prob.) is confirmed in his rank as Sec. Lieut. (Obs. Officer); Oct. 25th.

Prob. Officer D. L. Brocklesby is granted a temp. commn. as Sec. Lieut. (Obs. Officer); April 2nd. (Substituted for notification in *Gazette* April 26th.)

C. S. C. Hunter is granted a temp. commn. as Sec. Lieut. (Obs. Officer); Oct. 21st.

The following cadets are granted temp. commns. as Sec. Lieuts. (Obs. Officers):—V. B. Bedell, M. G. Haight, T. A. Johnston, C. O. L. Jones, A. C. McLean, F. Nichols, W. E. Ross, A. H. Smith, A. C. Stronze, G. E. S. Thompson, W. R. Usher, F. P. Walker, A. H. Wilkins; Sept. 12th.

The following Flight Cadets are granted temp. commns. as Sec. Lieuts. (Obs. Officers):—E. V. G. Stock, R. R. Edward, C. T. R. John; Oct. 25th.

The following Flight Cadets are granted temp. commns. as Sec. Lieuts. (S.):—F. C. Marriott; Oct. 14th. A. Roberts, H. V. Askham; Oct. 16th.

Sec. Lieut. A. Rigamonti relinquishes his commn. on ceasing to be employed; April 8th.

Sec. Lieut. E. H. Carlisle is dismissed from His Majesty's service by sentence of a Gen. Court-martial; Oct. 3rd.

Capt. H. H. James relinquishes his commn. on account of ill-health contracted on active service, and is granted the hon. rank of Capt.; Oct. 30th.

Lieut. D. Leishman relinquishes his commn. on account of ill-health, and is granted the hon. rank of Lieut.; Oct. 30th.

Lieut. W. B. Macdonald (Can. Local Forces) relinquishes his commn. on account of ill-health caused by wounds; Oct. 30th.

The surname of Lieut. (Temp. Capt.) J. S. Harvey is as now described, and not Hervey, as in *Gazette* Oct. 18th.

The surname of Lieut. (Temp. Capt.) G. W. Dowding is as now described, and not Dowling, as in *Gazette* Sept. 20th.

The notifications in *Gazette* of Sept. 27th and Oct. 8th concerning Sec. Lieut. W. L. P. Gould are cancelled.

The notification in *Gazette* Oct. 15th concerning Sec. Lieut. T. U. J. Nicholas is cancelled.

The surname of Flight Cadet D. A. Allan is as now described, not Allen, as in *Gazette* Sept. 24th.

The surname of Flight Cadet H. M. Laing is as now described, not Lang, as in *Gazette* Sept. 17th.

The surname of S. F. Morrissey is as now described, and not as in *Gazette* Oct. 15th.

The surname of H. P. Valentine is as now described, and not as in *Gazette* Oct. 11th.

The initials of B. H. Clarke are as now described, and not as in *Gazette* Oct. 15th.

The name of L. C. S. Delapena is as now described, and not as in *Gazette* Oct. 15th.

The initials of N. H. Leach are as now described, and not as in *Gazette* Oct. 11th.

The name of Frederick Lorne Hutchison is as now described, and not as in *Gazette* Aug. 9th.

The notifications in *Gazette* July 30th concerning the following officers are cancelled:—F. F. Smith, F. L. Hutchison, A. J. Reith, H. A. Lye, G. K. Waterhouse.

The notification in *Gazette* Oct. 11th concerning D. L. Brocklesby is cancelled.

The dates of appointment as Sec. Lieuts. (A. and S.) of the following are as now stated:—W. J. Penningroth; May 24th. A. J. Cleare; June 15th.

## Administrative Branch.

Lieut.-Col. R. G. Cherry, M.C., to be Temp. Lieut.-Col., from (A); Oct. 3rd.

To be Temp. Maj. whilst employed as Maj.:—Lieut. (Temp. Capt.) G. E. Morris; Aug. 21st. Sec. Lieut. (Temp. Capt.) F. Waldron; Oct. 3rd.

Capt. R. D. Clinch to be Capt., from (A); Sept. 2nd.

Lieuts. to be Temp. Capt. whilst employed as Capt.:—J. G. Lumsden; April 1st. H. Tilley; June 1st. (Hon. Capt.) H. W. Banbury, C. Baines, from (O); Aug. 1st. S. G. K. Ropley; Sept. 14th.

Lieuts. (from T.) to be Temp. Capt. whilst employed as Capt.:—F. N. Downey, W. F. Fletcher, S. N. Veitch; Aug. 1st.

Sec. Lieuts. (from T.) to be Temp. Capt. whilst employed as Capt.:—K. Draco, (Temp. Lieut.) R. C. Sugars, (Temp. Lieut.) G. R. A. Syret; Aug. 1st.

Sec. Lieuts. (Temp. Lieuts.) to be Temp. Capt. whilst employed as Capt.:—J. H. Lytle; Aug. 28th. F. McRae; Oct. 16th.

The following are granted temp. commns. as Capt.:—T. L. Forbes (Capt., Lond. R.); April 1st. F. V. Cowell (late Lieut., R.N.V.R.); Sept. 2nd.

The following are granted temp. commns. as Lieuts.:—L. T. G. Jefferson (Lieut., Durh. L.I.); Sept. 30th. R. W. Rea; Oct. 21st. M. E. Lech (late Capt., N. Lancs. R.), and to be Hon. Capt.; Oct. 23rd.

Lieuts. (A.) to be Lieuts.:—J. F. V. Rider; Aug. 27th. S. H. Ellis; Oct. 6th. F. A. Mildred, M.C.; Oct. 11th.

Lieut. H. F. Fuller to be Lieut., from (K.B.); Sept. 30th.

Lieuts. (O.) to be Lieuts.:—R. B. Bond, L. S. Thomas; Oct. 2nd. J. J. Ironmonger; Oct. 3rd.

Lieuts. (T.) to be Lieuts.:—A. N. Mercer; Aug. 13th. M. Jacks; Oct. 8th.

Sec. Lieuts. to be Temp. Lieuts. whilst employed as Lieuts.:—H. W. Croft, (Hon. Lieut.) T. Mumford; Aug. 1st. (Hon. Lieut.) F. McRae; Sept. 16th.

Sec. Lieuts. (from T.) to be Temp. Lieuts. whilst employed as Lieuts.:—C. P. Douglas, W. F. M. Hopkins, (Hon. Lieut.) F. D. Owen; Aug. 1st. (Hon. Capt.) F. C. Marsh; Oct. 1st.

The following are granted temp. commns. as Sec. Lieuts., and to be Temp. Lieuts. whilst specially employed:—S. A. Farr; Oct. 4th. J. McNeil (Capt., Ret. List), and to be Hon. Capt.; Oct. 21st. J. A. Plunkett; Oct. 23rd. D. J. Evans; Oct. 26th.

Sec. Lieuts. (late Gen. List, R.F.C.) on prob., are confirmed in their rank as Sec. Lieuts.:—W. O'Donoghue; April 1st. A. J. F. Critchel; Oct. 1st. A. H. Johnston, F. S. Willkie; Oct. 21st.

Prob. Flight Officer W. G. Illingworth (late R.N.A.S.) is granted a temp. commn. as Sec. Lieut.; Sept. 14th (substituted for notification in *Gazette*, Sept. 20th).

The following are granted temp. commns. as Sec. Lieuts.:—A. Chalk (Temp. Lieut., Labour Corps), and to be Hon. Lieut.; April 12th. H. Silvester, W. A. Westley; July 1st. F. E. Rayner (Temp. Sec. Lieut., attd. Midd'x R.) July 26th. C. Fenn; Oct. 1st. E. A. Malcolm, and to be Hon. Lieut.; C. J. Young; Oct. 10th. A. H. Allen, R. F. Wilson, P. R. Williams, T. Wright, G. C. Harrison, E. G. Pugh, H. T. Savage, J. Aitchison, S. Calam, A. J. Cook, J. J. Hegon, E. S. Olney, A. J. Penaluna, P. J. Rixon, A. Sowdon, F. W. Turner, A. M. Watters, J. Weeks, E. W. Barton, H. S. Barton, J. Brereton, A. R. N. Challacombe, E. B. Cocke, S. T.



Fowler, F. C. Gibson, E. H. Hughes, W. J. Lawrence, H. D. Olson, H. R. Stubbington, J. E. Squire, J. T. Histed, J. Macpherson, H. Miller; Oct. 13th. W. H. Carling; Oct. 19th. Prob. Flight Officer W. O. Watt; Oct. 21st. E. S. De Pass, H. G. Gasson; Oct. 22nd. I. F. A. Klapper (late Sec. Lieut., S.A. Forces), A. F. Stevens (late Sec. Lieut., R.A.F.), C. E. Eastwood, H. W. Gallagher, J. H. P. Kither (late Sec. Lieut., R.F.C., Gen. List), B. O. Willis (Hon. Lieut., late Dorset R.), and to be Hon. Lieut., D. A. Bolton, A. E. De Gruchy, A. Todd, E. Ackroyd, W. B. Barr, C. W. Brown, H. D. Arrowsmith, T. D. Barnes, A. Beattie, F. W. Beaumont, E. C. Birkett, H. G. Bishop, J. I. C. Roger, C. R. Booth, B. Bosker, C. G. Bray, F. C. Brooke-Hunt, A. Brownhill, A. H. Burn, D. Cairn, F. W. Corbett, T. E. Coppinger, N. Critchley, G. Crouch, F. W. T. Davis, D. Dawson, R. E. B. Denton, A. M. Durrant, A. T. Egerton-Savory, H. Elsee, W. H. Evans, S. M. Falconer, J. Flett, V. A. Frankish, J. P. Foxwell, W. G. Galloway, L. Garerd-Hill, D. W. Genge, W. R. Glossop, H. W. Gray, C. H. Green, G. E. Harvey, W. Hawksworth, F. S. Heywood, H. F. Hickey, A. H. Hollingdale, G. R. Hunt, F. W. Heazell, F. Ingaltou-Drake, H. A. Kauper, D. Mason, G. E. C. Maconchy, L. C. Maitland, H. J. G. Male, W. Marklew, J. C. McNaught, C. Measure, P. A. P. Monaghan, D. Morton, J. E. Neary, G. B. Newton, W. W. Gigott, W. F. F. Prins, C. F. Rathbone, J. Sharpe, J. K. Small, H. T. Stansmore, D. T. Stewart, O. W. Stokes, T. E. Taylor, D. C. Thomas, G. Thomas, J. G. Thompson, J. K. Thomson, S. S. Tremayne, G. C. Tozer, A. E. Turner, W. F. D. Welch, R. G. Wilkinson, J. D. Williams, A. W. Yardley, H. J. Youdon, W. H. Stow, E. Aldwinckle; Oct. 25th. N. S. Beale (Hon. Lieut., late East Surrey R.), and to be Hon. Lieut., F. C. Catchpole, W. G. Long; Oct. 26th.

The following relinquish their commns. on ceasing to be employed:—Maj. H. J. Flower, D.S.O., M.C. (Maj. K.R.R.C.); May 22nd. Capt. M. D. Colbourne (Capt., R. Berks. R.); Aug. 28th. Maj. S. Hutcheson (Maj., Ind. Army); Capt. L. A. Walton, D.S.O., M.C. (Capt., Welsh R. (attd.)); Oct. 14th. Lieut. E. H. Moline (Temp. Lieut., Rif. Brig. attd.); Oct. 18th. Sec. Lieut. J. S. Johnstone relinquishes his commn. on account of ill-health, and is granted the hon. rank of Sec. Lieut.; Oct. 30th.

Sec. Lieut. J. H. McGregor relinquishes his commn. on account of ill-health contracted on active service, and is granted the hon. rank of Sec. Lieut.; Oct. 30th.

Sec. Lieut. N. W. Wise (Sec. Lieut., R.F.A., S.R.) relinquishes his commn. on account of ill-health; Oct. 30th.

Sec. Lieut. W. P. G. S. McHutchen resigns his commn.; Oct. 30th. The date of appointment of Lieut. G. B. Booth, notified in *Gazette* Oct. 15th is Sept. 21st.

*Technical Branch.*

Cpts. to be Temp. Maj. while employed as Maj. (A.):—P. H. Linthune; June 21st. J. C. Watson, from (Ad.); Aug. 6th. A. Hunter; Sept. 25th. R. Whiddington; Oct. 16th.

The following Cpts. (Temp. Maj.) relinquish the appointments as S.O., 2nd Class, and retain the temp. rank of Maj. while employed as Maj. (A.):—R. McPhail; Sept. 25th. J. E. Arrol-Hunter; Oct. 2nd.

Lieuts. to be Temp. Cpts. (without the pay and allowances of that rank) while employed as Cpts. (A.):—H. H. Greig; Sept. 9th. C. J. Miln; Oct. 5th.

Sec. Lieuts. to be Temp. Cpts. while employed as Cpts. (A.):—(Temp. Lieut.) H. G. Wood; Sept. 8th. (Hon. Capt.) C. B. Dick-Cleland; Sept. 18th. R. McL. Freemantle; Sept. 30th.

R. K. Paton (Temp. Capt., Gen. List, New Armies) is granted a temp. commn. as Capt.; Oct. 7th.

Lieuts. (A.) to be Lieuts.:—C. B. D. Campbell, C. A. Pierpoint; Sept. 16th. M. Platt; Sept. 26th. A. R. Hungerford, T. A. Roberts, G. W. Wilkin; Oct. 7th. B. S. S. Rokey; Oct. 10th.

Lieut. A. D. K. Craig to be Lieut. (from Obs. Officer); Sept. 25th.

Sec. Lieut. (Temp. Lieut.) T. Honnor retains the temp. rank of Lieut. while employed as Lieut., from (Ad.); Aug. 16th.

Sec. Lieuts. to be Temp. Lieuts. while employed as Lieuts. (A.):—(Hon. Lieut.) G. R. Kull; July 11th. L. J. Lester; Sept. 30th. (Hon. Lieut.) V. Hermann; Oct. 7th.

Sec. Lieuts. (Temp. Lieuts.) (Admin.) to be Sec. Lieuts., and to be Hon. Lieuts.:—A. Crook, C. A. Assiter, L. H. Bainton; Aug. 26th. W. J. Root; Aug. 30th. G. D. G. Hake, H. D. Stanniar, R. N. Tweedy; Sept. 2nd. J. F. Alexander, O. C. Lees; Sept. 9th. J. O. Miles; Sept. 16th.

Sec. Lieuts. (Ad.) to be Sec. Lieuts.:—J. S. Hilton; July 13th. T. Covell; Aug. 26th. J. A. Moore; Sept. 2nd. G. Probert; Sept. 5th. R. C. Hill; Sept. 9th. H. E. Haddon; Sept. 16th. W. E. Andrews; Sept. 23rd. A. F. Woods; Sept. 26th. J. Rowley; Oct. 3rd. D. Cameron; Oct. 4th. L. A. Briggs, W. Cox, P. C. Ingram, H. C. Martin, A. Musgrove, H. J. Neill, H. W. Turton, C. B. Tweeddale, E. G. Barnard, H. D. Chalke, P. Webster; Oct. 5th. E. J. Brookes, J. S. Forde, A. H. M. Jacoby, T. G. Knowles, R. E. Sharples, A. T. Welsh; Oct. 7th. V. W. G. Day, H. A. Smith; Oct. 9th. W. Wilcock, L. H. S. Hardy; Oct. 10th. R. M. Balston; Oct. 16th.

The following Sec. Lieuts. (late Gen. List, R.F.C., on prob.) are confirmed in their rank as Sec. Lieuts.:—H. E. H. Dering; Sept. 8th. J. A. Edge; Sept. 25th. W. A. Todd; Oct. 9th.

Sec. Lieut. C. B. Maddocks (late R.F.C., S.R., on prob.) is confirmed in his rank as Sec. Lieut.; Oct. 4th.

H. H. Fell is granted a commn. as Sec. Lieut.; Aug. 21st (substituted for notification in *Gazette* Aug. 20th).

The following are granted temp. commns. as Sec. Lieuts.:—A. N. Pictor (Lieut., Som. L.I., S.R.), and to be Hon. Lieut.; Aug. 16th. J. R. Cross (Temp. Sec. Lieut., R.E.); Sept. 7th. G. H. Lounsbury (Capt., New Brunswick R., C.E.F.), and to be Hon. Capt.; Sept. 23rd. V. L. Henwood (Lieut., R.F.A., S.R.), and to be Hon. Lieut.; Oct. 3rd. F. Meixner (Temp. Lieut., New Armies Gen. List), and to be Hon. Lieut.; Oct. 5th. W. Dow (Lieut., R.F.A., T.F.), and to be Hon. Lieut.; Oct. 6th.

The following relinquish their commissions on ceasing to be employed:—Capt. W. C. C. Sykes (Lieut., R.N.V.R.); Oct. 17th. Lieut. W. G. Coleman; Oct. 18th.

The initials of V. W. Pearson are as now described, and not as in *Gazette* Oct. 8th.

The notification in *Gazette* Aug. 27th concerning Lieut. (Temp. Capt.) A. W. Phillips, M.C., is cancelled.

The notification in *Gazette* Oct. 11th concerning Capt. W. Brass is cancelled.

*Medical Branch.*

H. Greenwood (late Capt., R.A.M.C.) is granted a temp. commn. as Capt.; Oct. 1st.

The following are granted temp. commns. as Lieuts.:—D. Cromie, H. Hilliard, W. Inman; Oct. 25th.

The initials of Capt. W. T. Williamson are as now described, and not as in *Gazette* Oct. 8th.

*Denial Branch.*

B. G. Kechnie is granted a temp. commn. as Lieut.; Oct. 25th.

*Memoranda.*

W. G. Adams is granted a temp. hon. commn. as Sec. Lieut., and to be Temp. Hon. Capt. whilst holding a special appointment under the Ministry of Munitions; May 1st.

Sec. Lieut. R. E. F. L. Bristow to take rank and prec. as if his appointment as Sec. Lieut. bore date Sept. 24th.

Lieut.-Col. J. A. H. Gammell, D.S.O., M.C. (Capt., R.A.) relinquishes his commn. on ceasing to be employed; Oct. 21st.

H. C. Belore (late Sec. Lieut., R.A.F.) is granted the hon. rank of Sec. Lieut.; July 27th.

E. H. Bishop (late Lieut., R.A.F.) is granted the hon. rank of Lieut.; Aug. 17th.

*London Gazette, November 1st.*

The following temporary appointments are made at the Air Ministry:—Assistant Director (graded for purposes of pay as S.O. 1).—F. Cookson (Temp. Capt., R.E.), is granted a temp. commn. as Capt., and to be actg. Lieut.-Col. while so employed; April 1st.

Staff Officer, 2nd Class.—Maj. H. J. Newton-Clare; Oct. 21st.

Staff Officer, 3rd Class.—(T.)—F. Spencer (Temp. Capt., York. and Lanc. Regt.), and is granted a temp. commn. as Capt.; June 22nd.

Staff Officer, 4th Class.—Lieut. J. Duncan; July 20th.

The following temporary appointments are made:—

Group Commander.—Maj. (actg. Lieut.-Col.) E. R. C. Nanson, D.S.C., and to be actg. Col. while so employed; Oct. 25th.

Staff Officer, 2nd Class.—(Afr.)—Lieut. (actg. Capt.) Hon. H. R. Knatchbull-Hugessen, M.C., and to be actg. Maj. while so employed, vice Capt. (actg. Maj.) J. Selwyn, who relinquishes the actg. rank of Maj.; Oct. 11th.

Staff Officers, 3rd Class.—And to be actg. Cpts. while so employed, it not already holding that rank:—Lieut. J. L. Denman; Sept. 18th. Sec. Lieut. (actg. Lieut.) R. J. Whitley; Oct. 1st. Capt. N. C. F. Francis, vice Lieut. (actg. Maj.) Hon. M. H. R. Knatchbull-Hugessen, M.C.; Oct. 11th. (Q.) Lieut. W. Ricketts; Oct. 5th.

Staff Officers, 4th Class (2nd Grade).—Lieut. A. G. Baker, Lieut. E. M. Smith; Oct. 8th. Sec. Lieut. R. Davis, and to be actg. Lieut. while so employed; Oct. 17th. Lieut. J. C. Nairn; Oct. 23rd.

*Flying Branch.*

Maj. L. A. Pattinson, M.C., D.F.C., to be actg. Lieut.-Col. while employed as Lieut.-Col. (A.); Oct. 21st.

Cpts. to be actg. Maj. while employed as Maj. (A.):—H. A. Smith, M.C.; Oct. 11th. C. S. Morice, M.C.; Oct. 14th.

Capt. M. A. Simpson to be actg. Maj. while employed as Maj. (A. and S.); Aug. 23rd (substituted for notification in *Gazette* Sept. 6th).

Maj. S. T. Dockray to be Maj. (K.B.), from Tech.; Sept. 22nd.

Lieuts. to be actg. Cpts. while employed as Cpts. (A.):—F. V. Robinson; Sept. 1st. J. W. Crane; Oct. 3rd. H. Axiord, D.F.C., H. A. S. Molyneux; Oct. 7th. E. E. Showler; Oct. 8th. G. S. Peffers, L. B. Rochester; Oct. 18th. D. Grinnell-Milne; Oct. 21st. W. Hubbard; Oct. 25th.

Lieut. C. T. Anderson to be actg. Capt. while employed as Capt. (O.); Oct. 22nd.

Lieuts. to be Lieuts. (A.), from (Obs. Officers):—H. A. Lovett; Oct. 6th. C. R. H. Firth; Oct. 9th. T. E. Rogers; Oct. 16th.

Sec. Lieut. (Hon. Lieut.) W. Coker to be actg. Lieut. while employed as Lieut. (K.B.); Oct. 24th.

Sec. Lieuts. (late Gen. List, R.F.C., on prob.) are confirmed in their ranks as Sec. Lieuts. (A.):—H. W. Evans; July 28th. N. Price; Aug. 30th. J. E. Muttly; Sept. 22nd. P. Harris; Oct. 1st. R. A. Whitehead; Oct. 2nd. J. M. Bacon; Oct. 3rd. H. E. Talbot, J. Burton, E. G. F. Salmon; Oct. 4th. W. Narburgh, T. F. Reading, S. P. Watts; Oct. 5th. T. D. Watson; Oct. 6th. D. MacDougall; Oct. 7th. E. Whiskin; Oct. 8th. R. R. MacDonald, A. D. M. Blair, T. S. Platten, G. Dignam; Oct. 11th. W. F. H. Parish, J. B. Eberts; Oct. 12th. W. T. Armstrong, F. G. Clarkson; Oct. 13th. F. T. Parr, R. Anderson, H. T. Yearley, E. A. Grant, A. C. Marsh; Oct. 14th. G. Hall; Oct. 16th.

The following are granted temp. commns. as Sec. Lieuts. (A.):—C. A. Spence (Sec. Lieut., R.F.A., S.R.); Sept. 29th. C. R. Gladish (Temp. Sec. Lieut., Notts and Derby R.), W. G. Stewart (Lieut., R. Scots., T.F.), and to be Hon. Lieut.; Oct. 1st. J. F. A. H. Lindsay, D.C.M., M.M. (Lieut., Sask. R., C.T.F.), and to be Hon. Lieut.; Oct. 2nd. W. C. Rowell (Capt., N. Lanc. R.), and to be Hon. Capt.; A. Beck (Temp. Sec. Lieut., S. Lan. R.); Oct. 3rd. C. J. Swatridge (Lieut., Notts and Derby R.), and to be Hon. Lieut.; C. A. Allen (Sec. Lieut., North'd. Fus., T.F.); A. B. Whiteley (Sec. Lieut., Bord. R., S.R.); Oct. 4th. A. G. Inlay (Lieut., B. Columbia R., C.E.F.), and to be Hon. Lieut.; E. E. J. Shiner, M.C. (Lieut., R.F.A., T.F.), and to be Hon. Lieut.; Oct. 5th. A. C. Beard (Sec. Lieut., High. L.I., T.F.); Oct. 7th. G. S. Astley (Lieut., K. L'pool R., T.F.), and to be Hon. Lieut.; Oct. 8th. F. G. Gardiner (Lieut., C. Ontario R., C.E.F.), and to be Hon. Lieut.; G. Highton (Temp. Sec. Lieut., R. Lanc. R.); Oct. 10th. J. N. Gladish (Temp. Sec. Lieut., Notts and Derby R.); F. G. Lake (Temp. Sec. Lieut., R. Russ. R.); Oct. 12th. L. F. Homer (Temp. Sec. Lieut., Worc. R.); Oct. 16th. J. Dunbar Lieut., Gord. Highrs., T.F.), and to be Hon. Lieut.; Oct. 17th.

The following Prob. Flight Officers (late R.N.A.S.) are granted temp. commns. as Sec. Lieuts. (A.):—E. Beardsworth; July 14th. W. B. Tretheway; Aug. 13th. P. G. Greenslade, H. J. Armstrong, J. O'B. Bagnall, R. P. S. Davidson; Oct. 1st. Q. J. Stevenson, H. M. Stringer; Oct. 3rd. W. R. Allin, A. Grimshaw; Oct. 5th. J. Y. Mogridge; Oct. 7th. L. J. Williams; Oct. 8th. N. E. Smith; Oct. 10th. P. R. Tingley, P. G. G. Bacon; Oct. 11th. C. G. Urquhart; Oct. 12th. J. H. Parry; Oct. 13th. E. L. Vetter; Oct. 14th.

The following Flight Cadets are granted temp. commns. as Sec. Lieuts. (A.):—A. S. Licence; Aug. 18th. R. G. Burton, R. B. Clarke, W. V. Moore, E. F. Oakes, K. Field; Sept. 29th. A. D. Rolfe, H. W. Scarnell, C. A. Newham, F. A. Pringle, T. W. Lewis, G. Whittall, G. A. Elliott, C. F. Reynolds, H. A. Paquette; Sept. 30th. A. W. Buck; Oct. 1st. J. H. Hall; Oct. 4th. W. Lowry; Oct. 13th. A. Henderson, S. A. Dillway, R. Harper; Oct. 17th. R. G. Ricketts, B. Lones, J. O'Flaherty, J. D. Fullerton, J. M. Sleight; Oct. 18th. J. S. Clark; Oct. 19th. E. E. Carter; Oct. 20th.

The following Flight Cadets are granted temp. commns. as Sec. Lieuts. (A. and S.):—A. C. Le Grice, L. G. Cole, B. Lucy, R. S. F. Nickoll; July 6th. A. Bargwanna; July 20th. J. M. Butow; Aug. 3rd. A. C. Gill; Oct. 19th.

Sec. Lieut. E. W. Bragg (late Gen. List, R.F.C., on prob.) is confirmed in his rank as Sec. Lieut. (K.B.); Sept. 28th.

The following are granted temp. commns. as Sec. Lieuts. (K.B.):—J. Carter (Sec. Lieut., R.F.A.); Aug. 15th. T. M. Robertson (Sec. Lieut., Gord. Highrs., T.F.); Aug. 17th. J. J. Saunders (Lieut., R.G.A., T.F.), and to be Hon. Lieut.; Sept. 12th. R. H. Stanbridge (Sec. Lieut., R.G.A., S.R.), A. C. Trowse (Sec. Lieut., R.F.A., T.F.); Sept. 16th. J. Hunt (Sec. Lieut., R.G.A.), C. P. Bayne (Sec. Lieut., R.G.A., S.R.); Oct. 5th. G. Massey (Sec. Lieut., R.G.A., S.R.); Oct. 8th.

The following Sec. Lieuts. (late Gen. List, R.F.C., on prob.) are confirmed in their ranks as Sec. Lieuts. (Obs. Officers):—S. R. Wells; April 5th. G. B. Pike; Aug. 8th. R. A. Crandall; Aug. 16th. F. A. Black; Sept. 30th. W. S. Roberts; Oct. 3rd. E. A. Hearne; Oct. 7th. J. R. Ferguson; Oct. 12th. L. P. J. Dion; Oct. 14th.

The following are granted temp. commns. as Sec. Lieuts. (Obs. Officers): G. T. Reid (Capt., Can. Fors. Corps, C.E.F.), and to be Hon. Capt.; D. Neil (Lieut., Can. Fors. Corps, C.E.F.), and to be Hon. Lieut.; April 1st. I. S. Black (Sec. Lieut., R.F.A., S.R.); April 10th. C. W. F. Busk (Lieut., R.E.), and to be Hon. Lieut., G. R. Crosfield, D.S.O. (Maj., S. Lan. R., T.F.), and to be Hon. Maj.; Sept. 29th. E. Crewdson, M.C. (T. Maj., R.E.), and to be Hon. Maj., F. J. Hansell (T. Lieut., Linc. R.), and to be Hon. Lieut., A. H. Darnborough (T. Lieut., W. Yorks. R.), and to be Hon. Lieut.



H. O. F. B. Blew (Lieut., R. Suss. R.), and to be Hon. Lieut., E. B. Green, M.C. (T. Lieut., Devon R.), and to be Hon. Lieut.; Sept. 30th. A. Holland (Lieut., R. Suss. R., T.F.), and to be Hon. Lieut.; Oct. 1st. C. B. Crawford (Lieut., Oxf. and Bucks L.I.), and to be Hon. Lieut., W. A. Rodger (Lieut., Manitoba R.), and to be Hon. Lieut., H. L. H. Tate (Temp. Lieut., Midd'x. R.), and to be Hon. Lieut., L. B. Brown (Lieut., Can. For. Corps), and to be Hon. Lieut.; Oct. 3rd. C. Rigby (Sec. Lieut., R. Fus., S.R.), B. C. S. Byrne (Temp. Sec. Lieut., R.E.); W. McGowan (Sec. Lieut., K.O. Sec. Bord., T.F.); L. W. Morgan (Temp. Lieut., R.E.), and to be Hon. Lieut.; F. R. Knight (Lieut., Saskatchewan R.), and to be Hon. Lieut.; G. Carmichael, M.C. (Lieut., British Columbia R.), and to be Hon. Lieut.; W. O. Ryan, M.C. (Capt., R.F.A., T.F.), and to be Hon. Capt., P. E. Buckingham, M.C. (Temp. Lieut., R.W. Kent R.), and to be Hon. Lieut., T. S. Bustard (Temp. Lieut., A.S.C.), and to be Hon. Lieut., E. S. Davison (Temp. Lieut., R.E.), and to be Hon. Lieut., W. N. Hanna (Lieut., R.F.A., S.R.), and to be Hon. Lieut., W. G. Davis (Sec. Lieut., R. W. Kent R., T.F.), C. Fry (Sec. Lieut., R.F.A., S.R.), V. Harmer (Temp. Sec. Lieut., Welsh R.), D. Jones (Sec. Lieut., Glouc. R., T.F.), L. Rickard, (Sec. Lieut., R.F.A., T.F.), N. Cave (Temp. Sec. Lieut., R. Suss. R.), H. B. Kennedy (Lieut., Can. F.A., C.E.F.), and to be Hon. Lieut., S. Horscroft, M.C. (Temp. Sec. Lieut., R. Suss. R.), C. H. G. Sanders (T. Sec. Lieut., E. Kent R.), L. J. Shepard (Sec. Lieut., R.F.A., S.R.), R. A. Neilson (Lieut., Can. F.A., C.E.F.), and to be Hon. Lieut., C. Fenton, M.C. (Temp. Lieut., R.F.A.), and to be Hon. Lieut.; Oct. 3rd. W. Partridge (Temp. Sec. Lieut., Dur. L.I.), W. Leake (Sec. Lieut., Bord. R., T.F.), J. Withers (Sec. Lieut., Gord. Highrs., T.F.), E. Leicester (Sec. Lieut., Leic. R., S.R.); Oct. 4th. W. Steel (Sec. Lieut., R. Scots, T.F.), P. N. Melitus (Lieut., R. War. R.), and to be Hon. Lieut.; Oct. 8th. C. M. Donald (Sec. Lieut., Lond. R., T.F.), B. E. Essex (Sec. Lieut., Suff. R., S.R.), J. B. Fletcher (Sec. Lieut., S. Lan. R., S.R.), B. J. Paget (Lieut., Dorset R., S.R.), and to be Hon. Lieut., A. W. Rogers, M.M. (Sec. Lieut., R. Wilts Yeo., T.F.), G. W. Webster (Sec. Lieut., Gord. Highrs., T.F.), A. E. Copland (Capt., Can. F.A., C.E.F.), and to be Hon. Capt., K. Welton (Lieut., Can. F.A., C.E.F.), and to be Hon. Lieut., F. B. Walls (Lieut., C. Ontario R., C.E.F.), and to be Hon. Lieut.; Oct. 10th. L. H. Proctor (Sec. Lieut., A.S.C.), H. W. Harper (Sec. Lieut., A. Cyclist Corps, T.F.), A. Boyes, M.C. (Lieut., Manitoba R., C.E.F.), and to be Hon. Lieut.; F. G. Willis (Temp. Sec. Lieut., Labour Corps), H. R. Owens (Lieut., R.G.A., S.R.), and to be Hon. Lieut., W. G. Humphries, M.C. (Lieut., C.F.A., C.E.F.), and to be Hon. Lieut., C. H. Brazier (Temp. Sec. Lieut., R. Berks. R.), W. A. Meyrick, M.M. (Lieut., Quebec R., C.E.F.), and to be Hon. Lieut., G. E. W. Stevens, M.C. (Sec. Lieut., E. Kent R., T.F.), R. P. H. West (Sec. Lieut., Glouc. R., S.R.), F. C. Hinkman (Sec. Lieut., R. War. R., T.F.), E. D. Burke (Lieut., Manitoba R., C.E.F.), and to be Hon. Lieut., W. H. Adderley (Temp. Sec. Lieut., W. Rid. R.), C. S. Preston (Temp. Lieut., R. War. R.), and to be Hon. Lieut., H. T. J. Hynes (Sec. Lieut., R.G.A.); Oct. 12th. D. E. Preece (Temp. Lieut., Bedf. R.), and to be Hon. Lieut., J. E. Radley (Temp. Lieut., Essex R.), and to be Hon. Lieut., J. D. Todd (Temp. Sec. Lieut., North'd Fus.); Oct. 16th. P. D. Mitton (Sec. Lieut., N. Lanc. R., T.F.), J. G. Prestwich (Temp. Sec. Lieut., A.S.C.); Oct. 17th. A. Rothfield, M.C. (Temp. Lieut., Durh. L.I.), and to be Hon. Lieut., A. Powell (Temp. Lieut., Lanc. Fus.), and to be Hon. Lieut., E. B. Henderson (Lieut., C. Ontario R., C.E.F.), and to be Hon. Lieut., J. H. Currie (Lieut., High. L.I.), and to be Hon. Lieut., A. Niven (Temp. Lieut., R. Scots), and to be Hon. Lieut.; Oct. 19th. P. R. Ambrose (Lieut., Essex R., T.F.), and to be Hon. Lieut., E. P. W. Dyke (Temp. Sec. Lieut., York and Lanc. R.), H. G. Dixon (Sec. Lieut., Dorset R., S.R.); Oct. 20th. W. A. Taunton (Temp. Sec. Lieut., Essex R.); Oct. 29th.

The following Prob. Flight Officers (late R.N.A.S.) are granted temp. commns. as Sec. Lieuts. (Obs. Officers):—G. M. Whitaker; Oct. 10th. C. G. Prior; Oct. 11th. E. C. Robbins; Oct. 17th. R. C. Wachett; Oct. 19th.

The following Flight Cadets are granted temp. commns. as Sec. Lieuts. (Obs. Officers):—C. H. B. Price; Oct. 5th. L. W. Beck, W. L. Tuck, W. C. Hart, J. G. Elcombe; Oct. 21st. A. Y. Paton, D.C.M., E. C. Eastwood, S. E. Pays, R. F. Daglish, H. R. Powell, J. Smethurst, E. F. Sedgwick, C. D. Ball, M.M., H. C. Steele, T. H. O'Connor, M.M., H. A. Gibson, C. A. Chisholm, H. Roberts; Oct. 22nd.

The following Prob. Flight Officers (late R.N.A.S.) are granted temp. commns. as Sec. Lieuts. (S.):—E. B. Hyndman, R. O. Cutler; Oct. 9th.

Lieut. F. J. de Beaufort-Suehlich (Sec. Lieut., North'n R.) relinquishes his commn. on ceasing to be employed; Oct. 1st.

Capt. W. S. Anderson relinquishes his commn. on account of ill-health contracted on active service, and is granted the hon. rank of Capt.; Nov. 2nd.

Capt. L. E. Brown relinquishes his commn. on account of ill-health, and is granted the hon. rank of Capt.; Nov. 2nd.

Lieut. R. J. F. Wells relinquishes his commn. on account of ill-health contracted on active service, and is granted the hon. rank of Lieut.; Nov. 2nd.

The following Lieuts. relinquish their commns. on account of ill-health, and are granted the hon. rank of Lieut.:—H. L. Brown, W. Thompson; Nov. 2nd.

Lieut. A. E. R. Aldridge relinquishes his commn. on account of ill-health caused by wounds and is granted the hon. rank of Lieut.; Nov. 2nd.

Lieut. H. H. Bigley resigns his commn.; Nov. 2nd.

The following Sec. Lieuts. relinquish their commns. on account of ill-health, and are granted the hon. rank of Sec. Lieut.:—G. W. Cochrane, A. McL. Shields; Nov. 2nd.

Sec. Lieut. R. G. Nunn resigns his commn., and is granted the hon. rank of Sec. Lieut.; Nov. 2nd.

The following Sec. Lieut. relinquishes his commn., being physically unsuited for the duties of Pilot or Observer:—C. A. L. Stanfield; Nov. 2nd.

The date of appointment of Flight Cadet J. D. Sloss is antedated to June 11th.

The surname of Lieut. (actg. Capt.) F. J. Cunningham is as now described and not as in *Gazette* Sept. 27th.

The surname of Sec. Lieut. (actg. Capt.) G. M. Lawson, M.C., is as now described and not as in *Gazette* Oct. 4th.

## Administrative Branch.

L. A. Burrows (Maj., Res. of Off.) is granted a temp. commn. as Maj. and to be actg. Lieut.-Col. while employed as Lieut.-Col.; Oct. 1st.

Sec. Lieut. (actg. Capt.) T. H. McArthur to be actg. Maj. whilst employed as Maj., from S.O.; Oct. 8th.

Capt. W. G. Chapman to be Capt., from (T.); Oct. 10th.

Lieut. C. E. Growne to be actg. Capt. (graded for purposes of pay as a S.O., 3rd Class.) whilst employed as Capt.; April 15th.

Lieuts. to be actg. Capt. whilst employed as Capt.:—J. S. Anderson, from (A.); April 1st. (Hon. Capt.) J. D. Lyons; Aug. 1st. S. Currington; Sept. 30th. C. F. J. North, from (O.); Oct. 18th. Sec. Lieut. J. H. Furniss to be actg. Capt. whilst employed as Capt.; Oct. 1st.

The following are granted temp. commns. as Lieuts.:—H. C. Calver (Temp. Lieut. and Qrmr., Spec. List); July 1st. G. I. Larkins (Temp. Lieut., W. Yorks R.); July 18th. H. Townsend (Lieut., High. L.I.); July 23rd. D. F. H. Greville-Smith (Lieut., Middx. R.); Sept. 1st. D. E. Mozley, M.C. (Capt., Glouc. R.), and to be Hon. Capt.; Sept. 21st. H. M. Beckwith-Towse (Lieut., K. L'pool R.); Sept. 23rd. M. O'Loughlin (Lieut., Conn. Rang.); Sept. 25th. T. T. Pickup (Temp. Lieut., A.O.D.), J. P. Sheridan (Lieut., N. Lancs. R.); Sept. 27th. H. F. J. Capelli (Lieut., Oxf. and Bucks L.I.), P. J. Home-Rigg (Capt., Fife and Forfar Yeo., and to be Hon. Capt.; Sept. 30th. R. W. Coop, M.C. (Lieut., R.A.F., S.R.); Oct. 1st. S. J. House (Temp. Lieut., York R.); Oct. 9th. T. Griffiths (Lieut., and Qrmr., Brecknock Bn., T.F.); Oct. 10th. F. C. Lynch-Blosse (Lieut., Ir. Gds.), R. A. Shephard-Walwyn (actg. Capt., W. Yorks R.), and to be Hon. Capt.; Oct. 1st. G. S. Seabrooke (Lieut., A.S.C., T.F.); Oct. 12th. W. E. Fox (Temp. Lieut., Tank Corps), A. W. Rouse (Lieut., R.D. Corps); Oct. 14th. F. Allen (Capt. and Qrmr., Ches. R.), and to be Hon. Capt., G. E. Gillett (Temp. Lieut., and Qrmr., Spec. List), and to be actg. Capt. whilst empld. as Capt.; Oct. 15th. A. Hay (late Capt., R. Sco. Fus.), and to be Hon. Capt.; Oct. 17th. G. Harris (Lieut. and Qrmr., North'd Fus.); Oct. 21st. Lieuts. (A.) to be Lieuts.:—F. P. Watts; Oct. 1st. D. M. K. Marandaz; Oct. 15th. R. J. Harris, D. K. Sworder; Oct. 26th. L. V. Marchant; Oct. 28th. J. B. Finch; Oct. 31st. W. Dee; Nov. 1st. Lieut. R. Temple, to be Lieut., from (K.B.); Sept. 24th.

Lieuts. (O.) to be Lieuts.:—J. R. Rissen; Aug. 17th. T. McGovern; Oct. 21st. S. H. Pickles; Oct. 26th.

C. E. Harrison (Temp. Sec. Lieut., Norf. R.) is granted a temp. commn. as Sec. Lieut., and to be actg. Lieut. while employed as Lieut.; Oct. 11th.

Sec. Lieuts. to be actg. Lieuts. while employed as Lieuts.:—G. Baker; May 13th. (Hon. Capt.) R. Jagger; June 1st.

J. F. Bentley is granted a temp. commn. as Sec. Lieut.; Oct. 3rd.

Sec. Lieut. C. E. Goodrum relinquishes his commn., and is granted the hon. rank of Sec. Lieut.; Aug. 24th.

Sec. Lieut. C. E. King relinquishes his commn. on account of ill-health, and is granted the hon. rank of Sec. Lieut.; Nov. 2nd.

Sec. Lieut. P. Easter resigns his commn., being physically unsuited for the duties of Pilot or Observer; Nov. 2nd.

The date of appointment of Maj. (actg. Lieut.-Col.) B. O. Jenkins, C.B.E., is May 28th, and not as stated on page 5211 of the *Gazette*, April 30th.

The initials of Sec. Lieut. V. L. Monsell are as now described, and not as in *Gazette* Oct. 22nd.

## Technical Branch.

Capt. L. Newman to be actg. Maj. while employed as Maj.; April 1st (substituted for notification in *Gazette* April 19th).

The following are granted temp. commns. as Maj.:—M. C. Rousseau (Maj., Can. For. Corps); Aug. 13th. J. O. James (Temp. Maj., Welsh R.); Sept. 1st.

Capt. O. C. Williams to be actg. Maj. whilst employed as Maj.; Sept. 25th.

Capt. W. Brass to be Capt., from (K.B.); Sept. 30th.

Sec. Lieuts. (actg. Lieuts.) to be actg. Capt. whilst employed as Capt.:—G. Adams, G. H. Crick; Oct. 31st.

F. B. Adams (Lieut., Wilts. R.) is granted a temp. commn. as Lieut.; Oct. 1st.

Sec. Lieut. (Hon.-Lieut.) R. Peel to be actg. Lieut. while employed as Lieut.; Oct. 31st.

The following Flight Cadets are granted temp. commns. as Sec. Lieuts.:—E. A. Turnbull; July 14th. W. A. Bradwell; July 27th.

Lieut. D. M. Baird (Lieut., Gord. Highrs.) relinquishes his commn. on ceasing to be employed; Oct. 8th.

Capt. E. Chodwick relinquishes his commn. on account of ill-health contracted on active service, and is granted the hon. rank of Capt.; Nov. 2nd.

The notification in *Gazette* Sept. 13th concerning Lieut. (actg. Capt.) O. M. D. Bell is cancelled.

## Medical Branch.

Capt. H. A. Treadgold to be actg. Maj. while employed as Maj.; Sept. 2nd.

Capt. A. H. Todd to be actg. Maj. while specially employed; Nov. 2nd.

## Memoranda.

Capt. G. Disney is granted the hon. rank of Maj.; April 22nd.

Capt. G. Urquhart to be actg. Maj. while holding a special appointment at the Ministry of Munitions; Sept. 23rd.

The following Capt. to be actg. Maj. while specially employed:—C. H. T. Alston, T. P. Searight; May 24th. R. Waddell; Oct. 14th.

Sec. Lieut. R. O. King to be actg. Capt. while holding a special appointment at the Ministry of Munitions; May 24th.

Lieut. A. L. Johnson to be actg. Capt. while employed as Sub-Section Director; July 22nd.

Sec. Lieut. R. F. Brighten to be actg. Capt. (without the pay and allowances of that rank) while specially employed; Oct. 18th.

Lieut. W. J. Gleason to take rank and prec. as if his appointment as Lieut. bore date Sept. 25th.

## Royal Flying Corps (Military Wing).

### London Gazette Supplement, November 2nd.

**Flying Officers.**—Temp. Sec. Lieut. G. Griffin, att'd. R. Dub. Fus., and to be trans'd. to R.F.C. Gen. List; March 18th. Temp. Sec. Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—H. McDonald; March 10th; R. M. Marshall; March 12th.

**General List.**—Temp. Sec. Lieut. (Temp. Capt.) R. C. Boddie to be Temp. Lieut.; July 1st, 1917.



## Wood for Plane Covering

ACCORDING to the correspondent of the *New York Times* at The Hague, a German aeroplane of the Brandenburg type which recently landed in Holland was found to have the wings covered with three layers of wood instead of textile material. It is added that the extra weight was saved by doing away with wire stays. The machine is said to have flown well.

## Flying Boat for Forest Patrol

IN connection with arrangements for more effective systems of forest protection the British Columbia Provincial Government has ordered a flying boat to be used for patrol purposes. The machine, which will carry the pilot and one fire warden, will have wings of 40-ft span and 5-ft. chord, and with a 100 h.p. engine it is anticipated that a speed of 100 m.p.h. will be attained.



# AVIATION IN PARLIAMENT.

## Aircraft Damage and Compensation

SIR JOHN BUTCHER, in the House of Commons on October 28th, asked the President of the Board of Trade whether he is aware that where a house insured by the owner or tenant with the Government against aircraft damage has been seriously injured by a hostile air raid, and where owing to the delay of about six months on the part of the Ministry of National Service to issue the necessary licence for reinstatement of the premises the owner or tenant has had to take other premises pending reinstatement, the War Risks Insurance Committee refuse to make any compensation to the tenant for the loss incurred by him owing to such delay; and whether he will issue instructions to the War Risks Committee to award proper compensation in such cases?

The President of the Board of Trade (Sir A. Stanley): If the hon. Member will send me particulars of the case to which he refers it will be inquired into, but it must be understood that there is no power to pay compensation beyond what is provided in the terms of the policy.

Sir J. Butcher: When one Government Department insures a person against loss and that loss is materially increased by the action of another Government Department, does the incoming Department admit liability to pay the increased loss?

Sir A. Stanley: As I have already said, I cannot go into details of a particular case. It would be impossible to give a reply to such a hypothetical case as that put by the hon. member.

Sir J. Butcher: I will send them to my right hon. friend.

## Discharged Soldiers in Aerodrome Building

CAPT. GLYNN, on October 29th, asked the Under-Secretary of State to the Air Ministry if he will say what number of discharged soldiers are employed at the various aerodromes now in process of construction in Ireland and what proportion in each case their number bears to the total of employees?

Maj. Baird: The particulars asked for are as follows:—Tallaght, 360 discharged soldiers, being 25 per cent. of the men employed. Baldonnel: 192 discharged soldiers, being 16 per cent. of the men employed. Gormanstown: 120 discharged soldiers, being 13 per cent. of the men employed. Collinsstown: 60 discharged soldiers, being 6 per cent. of the men employed.

## Influenza at Blandford

MR. ARNOLD WARD (by Private Notice) asked the Under-Secretary of State to the Air Ministry whether a serious epidemic of influenza and septic pneumonia broke out at the Royal Air Force Camp at Blandford, Dorsetshire, in the week ending October 19th; whether the epidemic increased in virulence during the week ending October 26th; whether many hundreds of cases occurred last week and many deaths every day, mostly of very young lads; whether the medical arrangements have been utterly inadequate to deal with the epidemic; whether there has been and still is a grave insufficiency of doctors and nurses; whether the sick men are lying on very dirty straw mattresses, and whether there is an utter lack of necessities and comforts of every description, and especially a great dearth of utensils, crockery, bedding, and blankets; whether there has been any organisation of local supplies and local assistance; whether the Dorsetshire Red Cross have been called upon to give help; whether all last week, when the epidemic was at its height, hundreds of fresh men and young lads were arriving daily in this infected camp; whether fresh men are still being sent to the camp, and what steps are now being taken to deal with the situation?

The Under-Secretary of State to the Air Ministry (Major Baird): The prevailing influenza epidemic reached Blandford Camp on September 21st, and has continued to the present date. The number of cases increased in the week ending October 25th, during which 252 cases were reported; of these 198 were sent to hospital. The number of deaths since September 21st is 59. The average daily strength of the camp is about 15,000. Since the epidemic started five additional doctors and 19 additional nurses have been sent to deal with the situation. The hospital accommodation has been materially extended, and recourse has been had to semi-official agencies. My information does not bear out the suggestion that sick men are allowed to lie on dirty straw mattresses, and everything possible is being done to provide necessities and comforts. For administrative reasons, independent of the epidemic, the drafting of recruits to the camp has been stopped for a period of one week.

## R.A.F. Aerodrome Site in Suffolk

SIR DANIEL GODDARD on October 30th asked the Under-Secretary for State to the Air Ministry whether it is intended to take 105 acres of land in Suffolk for the purpose of an aerodrome; and whether he is aware that this is good agricultural land under cultivation and that there is available heath land in close proximity?

Major Baird: It is not now intended to proceed with the proposal referred to in the right hon. member's question.

## R.A.F. Youths and Service Abroad

MR. BRYNE asked the Under-Secretary of State to the Air Ministry if he is aware that boys of 17 years of age who recently joined the Air Force in Dublin have been drafted overseas; and if he will see that boys will not be sent out of Great Britain and Ireland until they reach the age of 19 years?

Major Baird: The answer to the first part of the question is in the affirmative. The terms of enlistment of these youths, which are stated on their forms of attestation, provide for liability for service overseas, and it is not proposed to make any change in the existing practice to which no objection is seen having regard to the conditions of service in the R.A.F. abroad.

## Parachutes

MR. MORRELL asked the Under-Secretary of State to the Air Ministry what progress has been made in the proposed application of parachutes to aeroplanes for the purpose of saving life; whether it has been decided to sanction their use for aeroplanes at the front; and whether any will be allotted to training machines in this country?

Major Baird: Sufficient progress with experimental parachutes for use for aeroplanes has been made to justify their provision for certain types of machines for use in France.

## Aeroplane Mail Service

MR. FIELD asked the Postmaster-General whether he has any official information showing that an aeroplane postal service is about to be started between New York and Chicago; and whether he will consider the advisability of starting an aeroplane mail service between London and Dublin?

Mr. Pease: I am aware that mails are being conveyed by aeroplane between certain cities in the United States. The question of establishing aerial mail services between places in the British Isles is being kept in view, but I cannot say when it will be possible to bring any services into operation.

## R.A.F. and Chevrons

MR. HOGGE on October 31st asked the Under-Secretary of State to the Air Ministry whether he will explain why airmen are not permitted to wear chevrons for service?

The Under-Secretary of State to the Air Ministry (Major Baird): The Air Council have very carefully considered the question of chevrons, and the conditions of service in the R.A.F. have been found to make it impossible to conform to the practice adopted either in the Navy or the Army without inflicting injustice.

Mr. Hogge: Does that order mean that members of the Air Force are not entitled to wear these chevrons?

Major Baird: They cannot wear them with the blue uniform.

Mr. Joynson-Hicks: Is it the fact that officers and men who have served in the Army and France, and have earned the chevrons, are now compelled to take them off?

Major Baird: The men who were engaged in the defence of London, and did night work, but did not go overseas, would not be entitled to wear the chevrons, but the men engaged in anti-submarine work would be entitled to do so. If we adopt either the Navy or the Army principle inevitably great injustice would be done.

Mr. Hogge: May I ask what steps the Air Ministry are going to take to induce airmen to utilise the new uniforms if they know that by using them they cannot wear these chevrons?

Major Baird: As far as the men are concerned, the uniforms will be issued in due course; and as far as officers are concerned, they will get the new uniforms when the old ones are worn out.

Mr. Joynson-Hicks: I repeat my question whether officers and men who have earned their chevrons with the Army in France are compelled to take them off when they join the Air Force?

Major Baird: I have answered that question. They cannot wear the chevrons with the new Air Force uniform.

Mr. Joynson-Hicks: Why not—they have earned them?

General McCalmont: Is there any reason why the War Office should not issue orders that men serving in Air Squadrons should be entitled to chevrons?

Major Baird: That is a matter of opinion. The chevrons were given for service overseas, and service for home defence in London is not overseas.

Sir C. Henry: Can the hon. gentleman say definitely why, when they get the new uniform, they have to abandon earned chevrons?

Major Baird: I endeavoured to answer that. Is it because the terms of service in the R.N.A.F. entitled men to chevrons which would not entitle them in service in the old R.A.F. and in the Flying Corps in the past, and therefore the chevrons would have a totally different meaning.

Mr. Joynson-Hicks: I will call attention to this matter again.

## Candidates for the W.R.A.F.

MR. WATT asked the Under-Secretary of State to the Air Ministry whether he is aware that candidates for the Women's Royal Air Force were asked to appear before a selection and medical board in the Technical College, Glasgow, in August last; that those who passed were instructed to give up the positions which they held at which they were earning their livelihood and proceed to Eltham on August 27th; that 180 arrived there on that date, and that in 10 days 150 of these were given railway warrants and returned to their homes; if so, will he say what compensation he proposes to pay these women for their expenses incurred and loss of situations; and whether anyone has been censured in his Department for this transaction?

Major Baird: Twenty-two candidates were chosen by selection boards held at Glasgow in the month of August for appointment as probationary officers of the Women's Royal Air Force. The terms of the appointments made it clear that those who accepted them were subject to confirmation in their rank after a period of training. Candidates whose selection was not confirmed received pay during their period of probation, and were supplied with free railway warrants to their homes, and it is not proposed to make them further payments by way of compensation. The numbers attending the course at Eltham were as stated in answer to a question by the hon. Member for Limehouse on the 21st instant.

## Medical Advisory Committee

SIR WATSON CHEYNE asked the Under-Secretary of State to the Air Ministry whether the principles laid down in the Medical Advisory Committee's Report, 1917, are now being carried into practice; and what progress has been made?

Major Baird: A reorganisation of the medical arrangements of the R.A.F. is now being considered in connection with the appointment of a successor to the medical administrator.

Mr. Joynson-Hicks: Does that mean that the Medical Administration Committee which was established in consequence of my hon. friend's Report has now been done away with?

Major Baird: This Committee under the new arrangement will not be administrative, but will carry out advisory functions.

Sir W. Cheyne asked whether the medical administrator of the Air Service has resigned; if so, why; and what arrangements are being made in regard to a successor?

Major Baird: The resignation of the medical administrator originated in a difference of opinion between himself and the Medical Administrative Committee in regard to their respective spheres of responsibility. The appointment of his successor will be made public at an early date.

Mr. Joynson-Hicks: Has this appointment been offered to any officer at present?

Major Baird: The appointment is under consideration, and an announcement will be made.

## R.A.F. Medical Administrative Committee

SIR WATSON CHEYNE asked the Under-Secretary of State to the Air Ministry whether the Medical Administrative Committee has been dissolved; and, if so, why?

Major Baird: Under a reorganisation of the medical arrangements of the R.A.F., now under consideration, the administrative functions of the Medical Administrative Committee will cease, and it will become purely advisory.

## Newport Aircraft Company (Wages)

MR. W. ANDERSON, on November 4th, asked the Minister of Munitions why 80 semi-skilled and unskilled workers employed by the Newport Aircraft Co. have not received the 5s. addition to wages and the 12½ per cent. bonus in accordance with award 1,555; and whether he will cause investigation to be made in view of the unrest that is being created?

Mr. Kellaway: Questions have arisen at this establishment with regard to the payment of the award named to sections of men not directly engaged on the manufacture or repair of aeroplanes or seaplanes. A claim on behalf of one section has been referred for arbitration; the position of the other sections is to be considered at a meeting of the Ministry arranged for to-day (November 4th), when it is hoped that the matter will be settled. The secretary of the company, who was dealing with the question previously, has unfortunately died of influenza.

## Aeroplane Post (Home and Foreign Mails)

MR. GILBERT asked the Postmaster-General whether, in view of the possibility of hostilities ending soon, he can make any statement as to the probable use of aeroplanes for postal services for both home and foreign mails; if he is aware that the American and French postal authorities are making experimental services; if he has had any reports on the same or has made any experiments in this country; and, if not, whether he proposes to do so and can make any general statement on the matter?

Mr. Pease: I am aware of the services in the United States and France to which the hon. member refers. There have been no recent experiments in



this country, and, while the question of the use of aeroplanes for both home and foreign mails is being kept in view, I cannot at present make any general statement on the matter.

#### R.A.F. Medical Service

Maj. H. TERRELL (by *Private Notice*) asked whether the Secretary of State or the Air Council offered or proposed to offer the appointment of Medical Administrator or Director-General of Medical Services of the Air Force to an R.A.M.C. officer on the terms that he would in the administration of the Air Force Medical Service carry out the principles recommended by the Watson-Cheyne Advisory Committee; whether such officer has accepted or refused to accept the appointment on such terms; and if such officer has refused to

accept such appointment on such terms what action does the Secretary of State or Air Force Council intend to take in the matter; and will the Secretary of State assure the House that whoever is appointed will be required to carry out the said principles in the administration of Air Force Medical Service?

Maj. Baird: The position of medical administrator has been offered to Col. Fell, R.A.M.C., one of the conditions being that he shall be guided by the principles laid down by the Watson-Cheyne Committee.

Maj. H. Terrell: Can the hon. gentleman say whether Col. Fell has accepted or refused to adhere to those terms?

Maj. Baird: Col. Fell is at present engaged in visiting stations of the Royal Air Force in this country and abroad. We shall get his answer in due course.

## AIRCRAFT WORK AT THE FRONT.

### OFFICIAL INFORMATION.

#### British

*General Headquarters, October 28th.*

"On October 27th our squadrons accomplished a great deal of reconnaissance and photographic work, and reported many targets to our artillery. Enemy troops were attacked from the air with bombs and machine-gun fire, and our bombing squadrons dropped 12½ tons of bombs on important railway stations and other targets. The enemy's aircraft showed considerable activity, and there was a good deal of fighting. Sixteen enemy machines were shot down and destroyed, and 10 more were driven down out of control. Four German balloons were shot down in flames. Eleven of our machines are missing."

*War Office, October 28th.*

"*Italian Front.*—The operations yesterday were greatly assisted by the work of the Royal Air Force, who, in addition to reporting the movements of our troops, attacked hostile formations with machine-guns from the air. Since my last report, three enemy aircraft have been destroyed and seven driven down out of control; four balloons have been destroyed. Three of our machines are missing."

*Headquarters R.A.F., Independent Force, October 29th.*

"On October 28th our machines carried out heavy attacks on Morhange aerodrome. Eighteen hits were observed on the aerodrome, and a fire was caused. In the course of fighting one enemy aeroplane was shot down in flames and fell upon our side of the lines. Bombs were also dropped on Frescaty aerodrome. On the night 28th-29th we attacked the Badische aniline and soda factory at Mannheim, and the railways at Trèves and Saarbrücken, where heavy bombs were dropped. The important railway junctions at Longuyon, Ecouvies and Thionville were also attacked, with excellent results. Over 10 tons of bombs were dropped during the day and night. None of our machines are missing. To-day the railway junction at Longuyon and the aerodrome at Jametz were attacked with very good results. Three of our machines are not yet located."

*Admiralty, October 29th.*

"Operations of Royal Air Force contingents working with the Navy from October 19th-26th have been considerably curtailed owing to unfavourable weather. Five tons of bombs were dropped on the enemy's railway communications in the Belgian area, a train being set on fire and many casualties caused among the troops by low-flying machines. Anti-submarine, coastal reconnaissance, and convoy patrols have been carried out. Enemy aircraft activity has been below normal, one machine being destroyed in combat. All our machines have returned safely."

*General Headquarters, October 29th.*

"Improved weather conditions on October 28th resulted in increased aerial activity on both sides, and a large number of fights took place. Thirty-two enemy machines were destroyed, 10 were driven down out of control, and two hostile balloons were shot down in flames. Eight of our machines are missing. Important railway junctions on the enemy's lines of communication were successfully attacked by our bombing squadrons, which dropped 17 tons of bombs during the day, but at night low clouds again hampered operations, and only one raid was accomplished. The work of our reconnaissance and artillery machines was continued."

*War Office, October 29th.*

"*Italian Front.*—In air fighting yesterday four enemy aeroplanes and four observation balloons were destroyed. One of our machines is missing."

*General Headquarters, October 30th.*

"On October 29th fine weather enabled flying operations to be continued actively on the whole front. Many targets were indicated to our artillery, and the machines observing the effect of our fire reported that much damage was caused to enemy gun positions. Reconnaissance and photographic work was continued, and our bombing machines dropped over 9½ tons of bombs on centres of enemy activity. Hostile aircraft showed considerable activity during the day. In air fighting 17 German machines were shot down and seven were driven down out of control. In addition, one enemy machine was shot down by our anti-aircraft guns. Eight of our machines are missing. During the night our squadron dropped 12½ tons of bombs on important railway stations and junctions on the enemy's lines of communication, obtaining many direct hits. One of our machines has not returned."

*War Office, October 30th.*

"*Italian Front.*—Our aeroplanes were engaged all the afternoon against hostile columns in dense masses retreating down the Conegliano-Sacile and Conegliano-Vittorio roads. One and a quarter tons of bombs and 10,000 rounds of ammunition were expended with visibly good results. One hostile balloon was destroyed. Three of our machines are missing."

*General Headquarters, October 31st.*

"On October 30th our squadrons displayed intense activity along the whole front. Over 3,000 photographs were taken, and nearly 22 tons of bombs were dropped. A very successful attack was carried out on a German aerodrome, in which two hangars containing machines were completely demolished by bombs dropped from a very low altitude, and two other machines standing on the aerodrome were also destroyed. Many casualties were caused to personnel on the aerodrome by our machine-gun fire, and horse transport in the vicinity was stampeded. The outstanding feature of the day was the heavy and continuous air fighting, which resulted greatly to our advantage. No fewer than 64 German machines were destroyed, 15 more were driven down out of control, and one balloon was shot down in flames. After dark, our night-flying squadrons continued operations, dropping 5½ tons of bombs on important railway junctions. One German night-flying machine which was encountered was shot down in flames. Including the two machines destroyed on the ground, the total of 67 German aeroplanes known to have been accounted for, without considering those driven down out of control, establishes a record for one day's fighting. Moreover, this was accomplished with the proportionately small loss of 18 of our machines missing, one of which failed to return from a night-bombing raid."

*War Office, October 31st.*

"*Italian Front.*—Air reports this morning report aerodromes at Tansue and Pordenone [Pordenone] in flames, also dumps at Sacile. A mass of

hostile infantry, estimated at 10,000 men, was attacked from the air this morning in the neighbourhood of Sacile and scattered in all directions.

"The Royal Air Force has again to-day done excellent work. Over two tons of bombs have been dropped and 20,000 rounds of ammunition have been fired with good results. The Sacile-Pordenone road is littered with killed, wounded, and debris, the result of their attacks."

"Eight enemy aeroplanes which were bombed yesterday were found to-day destroyed on Godega aerodrome. Two of our machines are missing."

*Headquarters R.A.F., Independent Force, October 31st.*

"On the night of the 29th-30th inst., in addition to targets already reported as attacked, the chemical factories at Worms were bombed with good effect. On the afternoon of the 30th our machines attacked a hostile aerodrome. Results could not be observed. All our machines returned. On the night of the 30th-31st our machines attacked two hostile aerodromes, obtaining four direct hits on hangars, and starting a fire. The railways at Baden, the chemical factories at Karlsruhe, and the blast furnaces at Burbach were also successfully attacked. Mist and fog which have been prevalent throughout the past week, and have made long-distance work exceptionally difficult, again prevented accurate observation of results. All our machines returned."

*Headquarters R.A.F., Independent Force, November 1st.*

"On the 31st ult., weather conditions were again bad for long-distance work, but, in spite of this, our machines, flying through low clouds and rainstorms, reached Bonn, and attacked the railway station in the centre of the town. Other machines attacked the railway at Trèves, and Frescaty aerodrome. Two of our squadrons attacked Bühl aerodrome, obtaining direct hits on and near hangars. All our machines returned safely."

*General Headquarters, November 1st.*

"On October 31st low clouds and mist somewhat restricted operations, but reconnaissance and photographic work was completed, and accurate observation of artillery fire resulted in considerable damage being caused to enemy battery positions. Our bombing machines continued to bombard enemy railways and other targets, dropping over 6½ tons of bombs. After the severe fighting of the previous day the enemy's machines showed very little activity. In air fighting two hostile machines were destroyed and one was driven down out of control. Two of our machines are missing. Owing to weather conditions no night-bombing operations were possible."

*War Office, November 1st.*

"*Italian Front.*—Thick fog has interfered with work in the air, and no reconnaissances have been possible."

*Headquarters, British-Belgian Armies, November 2nd.*

"During the three days of fighting the Allied Air Forces have vied with one another in courage, and have maintained complete mastery of the air, bombing and machine-gunning troops and transport as well as hostile communications behind the front. They also attacked such patrols as endeavoured to bar their way, bringing down a number of enemy machines. The results obtained by the British airmen in particular were altogether remarkable."

*General Headquarters, November 2nd.*

"On November 1st our squadrons continued their work in fair but misty weather. A good deal of reconnaissance and photographic work was accomplished. Many targets were reported to our artillery, and our machines observing the result of our fire reported considerable damage caused to the enemy's gun positions. Excellent targets were presented to our low-flying aeroplanes operating over the battle front. Full advantage was taken of these with bombs and machine-gun fire, great confusion and many casualties being caused among the enemy. Nearly 15½ tons of bombs were dropped, many direct hits being observed on railway junctions and sidings. Hostile aircraft were fairly active during the day. In air fighting, 13 German machines were shot down and seven driven down out of control. Two of the enemy's balloons were shot down in flames. Ten of our machines are missing. At night, in spite of very unfavourable weather conditions, our machines succeeded in dropping 2½ tons of bombs on enemy railways and billets. All these machines returned."

*General Headquarters, November 3rd.*

"On November 2nd low clouds and rain considerably interfered with flying operations, but some valuable reconnaissance and photographic work was accomplished. Our machines, working in conjunction with our artillery, reported many targets to them, of which they took full advantage, and under the accurate observation thus afforded caused considerable damage to hostile gun positions, active batteries, transport and troops. The confusion caused was materially added to by our aeroplanes with bombs and machine-gun fire. Five and three-quarter tons of bombs were dropped during the day, chiefly in the enemy's forward areas. There was very little activity on the part of the enemy's aircraft. One German machine was destroyed in air fighting, and one was shot down by our anti-aircraft guns. Three of our machines are missing. No operations could be carried out at night on account of weather conditions."

*War Office, November 3rd.*

"*Italian Front.*—The Royal Air Force has continued its operations against the retreating columns, but these are not so congested as they have been up to to-day. The 48th (British) Division, operating on the Asiago Plateau have captured 470 prisoners and 13 guns. One enemy kite balloon destroyed. Four of our machines are missing."

*Headquarters R.A.F., Independent Force, November 3rd.*

"Our machines to-day carried out heavy attacks on the railways in and around Saarburg. Several bursts were seen on railway lines, but owing to unfavourable weather, results were most difficult to observe. One squadron attacked Bühl with good results, hits being obtained on and near the hangars. All our machines returned."

*General Headquarters, November 4th.*

"On November 3rd, low clouds and rain greatly restricted flying operations, but some reconnaissance and artillery observation work was successful, and nearly 1½ tons of light bombs were dropped on enemy camps, transport,



and other suitable targets. Hostile aircraft showed only slight activity during the day. In air fighting, six German machines were shot down and two were driven down out of control. Three of our machines are missing. At night, in spite of very unfavourable weather conditions, some of our machines succeeded in attacking important railway junctions on the enemy's lines of communications, dropping nearly 6½ tons of bombs. One of these machines failed to return."

**French**

*Paris, October 28th.*  
"The work of our aviation service was continued to-day very actively, although dense fog rendered its task particularly difficult. Our observation machines effected numerous reconnaissances on the whole of the region behind the enemy's front and brought back valuable information for the Command and numerous photographs. They have particularly reported fires in the greater part of the localities on the right bank of the Aisne, which is still in the enemy's hands, as well as in the valley of the Serre between Marle and Montcornet. Our bombers, protected by fighting machines, carried out, with an audacity which had its full effect, several expeditions in the region of Seraincourt. This village, at the junction of several roads, has played an important rôle in supplying the enemy in the battle waged by the Fifth Army between Sissonne and Château Porcien. One hundred and twenty bombing and 80 chaser aeroplanes undertook in successive groups an attack on the objectives designated, notably supply convoys, munition depôts and encampments in the region, as well as on troops which had been signalled in the ravine south of Seraincourt. Thirty-three tons of bombs and 15,000 bullets were fired, causing serious losses to the enemy and great disorder in his ranks, and at certain points the complete stoppage of traffic. In addition several fires and the explosion of a munitions depôt were observed. In the course of the day's operations nine hostile aeroplanes were brought down and a captive balloon was set on fire. The fog, which became absolutely dense, completely stopped work during the night. Sub-Lieut. Marinovitch brought down his 20th machine and Sergt.-Maj. Mace his 10th."

*Paris, October 29th.*  
"On October 28th fine weather favoured the flights of our airmen, who carried out important work. Nine enemy aeroplanes were shot down or fell out of control in the course of fighting, and a balloon was set on fire by one of our crews."

"During the night, in spite of the poor visibility, our bombers dropped 16 tons of projectiles on the main railway stations and important assembly points, in particular on the railway stations of Hirson, Vervins, St. Gobert, Montcornet, Marle, and Audun-le-Roman, on the aviation ground of Mars-la-Tour, and on the vast depôts of Prévisy. A number of conflagrations were started, notably at Prévisy, Hirson and Marle."

*Paris, October 30th.*  
"The very fine weather on October 29th enabled our airmen to give full development to their activity. Observation aeroplanes traversed the enemy's back areas in every direction in their reconnaissances, some of which were pushed as much as 50 miles, and one of which penetrated as far as 75 miles, into the zone occupied by the Germans. The bombing planes, continuing their action of the preceding days, dropped over 37 tons of explosives and fired 20,000 rounds on the points of assembly and convoys of the enemy in the region of Remaucourt and Seraincourt (both east of Laon). In the course of these operations and of flights undertaken by fighting planes, 20 enemy machines were shot down or fell out of control, and three captive balloons were set on fire. During the night our bombers attacked the most important railway stations of the enemy. Nearly 19 tons of projectiles were used with the most successful results on the junctions of Givet, Mézières, Hirson, Vervins, Montcornet and Launois, and on the depôts and bivouacs of the region of Prévisy and in that of Montcornet. Adjutant Pezon on October 29th set fire to an enemy balloon. This is the tenth machine accounted for by this pilot—nine balloons and one aeroplane."

*Paris, October 31st.*  
"On October 30th the weather was favourable, in spite of somewhat heavy mist, for the operations of our airmen. The scouting and observation operations were as numerous as on the day before, and once more furnished valuable information. Many fires were reported in the Marle-Montcornet region. Seventeen enemy aeroplanes were brought down or were seen to fall in a damaged condition. A balloon was set on fire. Although the night was very foggy, our bombers, continuing without cessation their work of harassing the enemy's main arteries of communication, dropped 26,850 kilograms of projectiles on the railway stations of Longuyon, Mézières, Hirson, Dommary, Barancourt, Spincourt, Launois, Chimay, Montcornet and Vervins, as well as on the cantonments and bivouacs in the region of Chaumont-Porcien and Montcornet."

*Paris, November 1st.*  
"On October 31st the weather was very misty and cloudy and much hampered aviation operations. Nevertheless, a number of reconnaissances were made, and our chasers brought down five enemy machines. During the night, although the atmospheric conditions were still more unfavourable than during the day, some of our machines were able to drop a ton and a half of bombs on the railway stations of Longuyon and Dommary-Barancourt, where great activity was observed."

*Paris, November 2nd.*  
"On November 1st the very dense fog along the whole front hindered aerial operations. However, our air service, acting in co-operation with our troops, gave them valuable aid in the regions of the front, where they were attacking, as well as in Flanders before the Fourth Army. Observation aeroplanes, incessantly flying over the enemy lines under the protection of our chaser machines, marked the advance of our infantry, regulated the artillery fire on its objectives on the battlefield, and carried out very many reconnaissance flights in the enemy's back areas. Two of these flights, which went as far as 120 kilometres behind the enemy's lines, enabled the province of Namur to be explored. At the same time great activity by troops and convoys having been noted in the rear of the front of attack of our Fourth Army and the American Army in the region of Chesne Tannay and Noirval, several bombing expeditions were at once carried out there; 148 bombing machines in successive groups, protected by fighting aeroplanes—120 in number—took part in these expeditions. Our bombers were able to drop from a low height under the best conditions 39,600 kilogrammes of bombs, and to fire tens of thousands of bullets, spreading panic among the hostile troops and dispersing, not without inflicting on them heavy losses, convoys and important concentrations of soldiers. In the course of these operations 17 enemy machines were brought down or put out of action, and one captive balloon was brought down out of control. During the night, despite a very thick fog, 20,850 kilogrammes were also dropped by our bombers on the

enemy's most active stations, especially on those of Vervins, Mont Cornet, Hirson, Mézières, Poix, Terron, and Wassigny."

**U.S.A.**

*Paris, October 28th.*  
"In spite of poor weather conditions our airmen were again active on the front of the First Army, and shot down three enemy aeroplanes and one observation balloon. All of our machines returned."

*Paris, October 29th.*  
"With more favourable weather conditions, there has been increased air activity on the front of the First Army. Throughout the day our pursuit squadrons engaged the enemy in numerous combats, in the course of which 18 enemy aeroplanes were shot down. Five of our machines did not return. Our airmen also carried out important reconnaissances and photographic missions."

*Paris, October 30th.*  
"Our pursuit squadrons operating on the front of the First Army shot down 21 enemy aeroplanes and two observation balloons. Two of our machines are missing."

*Paris, October 31st.*  
"In the course of the day seven enemy aeroplanes were shot down. All our machines returned."

"Yesterday our bombing units attached to the First and Second Armies carried out a number of successful raids, dropping 6 tons of explosives on Barricourt, Bayonville, and Longuyon."

*Paris, November 2nd.*  
"In spite of bad weather conditions, our aviators, flying at extremely low altitudes, carried out important missions over the Meuse Valley and along the whole front of attack."

*Paris, November 4th.*  
"Notwithstanding the weather, which has been foggy and cloudy on the whole front, our observing squadrons have carried out several reconnaissances, have kept the Command informed of the movements of the enemy, and reported fires, which were especially numerous in the regions of Remoiville, south of Montigny, Vendresse, Omont, Alland'Hui, and Montcornet. Our day bombing squadrons dropped 65 tons of projectiles on the northern outlets of Le Chesne and the passages of the bar and the canal to the north-east of that place. The depôts near the station of Le Chesne and the important hutments to the north-west of Tannay were struck and set on fire. Attacks with machine-guns dispersed or threw into confusion numerous convoys moving on the roads in this region. Over 30,000 cartridges were thus used. During the day 11 enemy aeroplanes were shot down or forced to land out of control. During the night of November 3rd-4th, in spite of unfavourable atmospheric conditions, the bombing squadrons attacked the stations of the Launois-Pois-Terron and Mézières railway."

**Italian**

*Rome, October 26th.*  
"Italian and Allied airmen contributed with extreme daring in the battle. Very effective bombardment actions with more than 10,000 kilos. (over 10 tons) of explosives carried out in the enemy's lines of communications, and enemy troops were attacked at a low elevation with machine-gun fire. Eleven hostile machines and three captive balloons were brought down in air fighting. Lieut.-Col. Piccio reached his 24th victory."

*Rome, October 29th.*  
"Twenty thousand kilograms of explosives dropped with very effective results, several tens of thousands of machine-gun rounds fired on troops on the march, 11 aeroplanes and six captive balloons brought down, supplies daringly carried to our most advanced troops on the left of the Piave—all this shows the magnificent war activity of our own and Allied aircraft during yesterday."

*Rome, October 30th.*  
"Our own and Allied aeroplanes, seaplanes, and airships of the Royal Army and Navy are competing in bravery and daring, sowing panic and destruction among the enemy's troops and transport. Four hostile machines and a captive balloon were brought down."

*Rome, October 31st.*  
"Air activity over the battle continues intense in spite of unfavourable conditions of visibility. Two enemy machines and a captive balloon were brought down."

*Rome, November 1st.*  
"Flights of aeroplanes precede the troops in the pursuit, bombarding and gunning the hostile columns."

*Rome, November 2nd.*  
"Our own and Allied airmen completely master the air over the battle, and have continued without pause their daring war actions. An airship bombarded during the night the railway stations of Sugana Valley."

*Rome, November 3rd.*  
"Our own and Allied airmen have brilliantly maintained their exceptional activity. The total number of prisoners ascertained reaches 100,000. The guns counted amount to more than 2,200."

**Belgian**

*Havre, October 28th.*  
"One of our airmen yesterday brought down an enemy balloon in flames."

*Havre, October 29th.*  
"An enemy aeroplane was shot shown by our anti-aircraft fire."

*Havre, November 1st.*  
"One of our airmen brought down an enemy balloon in flames near Caprycke."

*Havre, November 3rd.*  
"A German aeroplane was brought down on November 1st by the fire of our anti-aircraft batteries."

*Berlin, October 29th.*  
"During the last two days we have shot down 49 enemy aeroplanes and three captive balloons."

*Berlin, October 30th.*  
"Yesterday we shot down 27 enemy aeroplanes and six captive balloons. Lieut. Doerr obtained his 31st, 32nd, 33rd and 34th aerial victories during the last few days, and Lieut. Frommherz his 30th."

*Berlin, October 31st.*  
"Aviation activity was specially lively yesterday. We shot down 58 enemy aeroplanes and two captive balloons. Lieut. Deerr obtained his 35th aerial victory, First Lieut. Auffahrt his 30th, and Lieut. von Hantelmann his 25th."

*Berlin, November 3rd.*  
"Lieut. Bickler gained his 35th aerial victory."



Italian Army, acting on behalf of all the Allied Powers and the United States on the one hand, and representatives of the Austro-Hungarian High Command on the other, hostilities on land and sea and in the air on all fronts were suspended as from 3 p.m. to-day, November 4th.

"(Signed) DIAZ."

**The Austro-Italian Armistice.**

In view of its historic nature, it is interesting to record the following message issued by the Italian Command at 4 p.m. on November 4th:—

"In accordance with the terms of the armistice arranged between representatives of the High Command of the Royal

## SIDE-WINDS

STRAPHANGING in aeroplanes may become general if not popular in the years to come when the "bus" of to-day's dialect becomes the bus of to-morrow's reality. But that time is not yet. Meanwhile straphanging in the "poor man's motor" makes no appeal to the average airman when he occasionally has to make use of this otherwise serviceable but invariably overcrowded vehicle. It is irksome to his newly-acquired sense of the fitness of things. He will require something more in keeping with his own ideas of self-reliance—something that will take him about from place to place with a facility akin to that of the speedy "scout." There is only one thing for it, and that is a car. Probably his inclinations will turn towards a light car because of its handiness and convenience in all conditions; but whatever the power and size that may eventually fall under his choice, it is pretty safe to predict that the variety known as the sporting model will make its closest appeal to him. The "Auto." (yellow cover), of which a new series is in preparation, companion and precursor to "FLIGHT," will be an invaluable aid in assisting the airman-motorist's choice. Of this new series more presently.

LAST Saturday a concert was organised by the officers and men and the staff of the Dunlop Rubber Company engaged at a certain airship works, and resulted in about £100 being raised for the R.A.F. Prisoners of War Fund. The programme was exceptionally good, and included musical selections by the band of No. 4 A.R.D., Chelsea, by kind permission of Lieut.-Col. R. Holloway, R.A.F. The Roehampton R.A.F. concert party (Pte. Gus McNaughton was one of them) provided plenty of fun. Other artists were Miss Ella Shields, Mr. Fred Douglas, Mr. Thomas Jackson, Mr. Fred Duprez, Miss Margaret Holloway (violinist) and Mr. Walter Walters, while Miss Madge Taylor rendered valuable service as accompanist. A special feature was an interesting film relating to airships (shown for the first time by the permission of the Admiralty) introduced by a few humorous remarks by Major V. C. Richmond, R.A.F. Sec. Lieut. C. Dollery, R.A.F., proved himself a most efficient stage manager, and the whole entertainment was under the able supervision of Mr. R. W. Hanlon.

By way of speeding up the funds of the Hospital Motor Squadron for providing teas and entertainments for wounded soldiers an auction sale formed part of the programme at a matinee at the Palladium. One of the most interesting relics put up was a charred portion of a map of England found near the wreck of the German airship L31, and clearly showing in indelible pencil the outward route of the raider. This was secured by Sir Charles Wakefield, Bart., who, it may be recalled was Lord Mayor at the time, and saw from the top of the Mansion House the raider brought down.

THE Allied Industries Co., Ltd., Aurelia Road, Mitcham Road, Croydon, have, we understand, purchased the assets of the Weldon Engineering Co., Ltd. The works are being extended, and it is hoped to treble the capacity before very long, and the new company are ready to undertake sheet metal work, stamping, forgings, welding, bending and heat treatment; also Capstan and centre lathe work, grinding and repetition machinery in general.

## COMPANY MATTERS

### The Benz Motor Co.

THE Benz Motor Co., of Mannheim, report a net profit of £857,680 for the last financial year, as compared with £810,950 in the preceding twelve months. A dividend of 20 per cent. has been declared, plus a bonus of 10 per cent., the latter being distributed to the shareholders in the form of bonds of the German 98 per cent. war loan.

### Rolls-Royce, Ltd.

It is announced that Treasury consent has been obtained to the proposed issue of £400,000 new shares to existing shareholders at par, for which purpose and for the purpose of having shares in reserve for future issue the capital of the company is to be increased from £400,000 to £1,000,000.

### Vickers, Ltd.

Of the 6,450,000 new £1 ordinary shares recently created, the directors are offering 1,850,000 at a premium of 10s. per share, to holders registered at October 10th in the proportion of one to three. The new shares will receive half the 1918 final dividend. The issue has been underwritten for 1s. per share, payable out of premiums received.

### Wessex Aircraft and Shipbuilding Co., Ltd.

AN interim dividend on preference shares for nine months ended August 31st at the rate of 10 per cent. per annum, less income-tax at 5s. 6d. in £, has been posted to shareholders.

### NEW COMPANY REGISTERED

GENERAL AIRCRAFT AND GENERAL ENGINEERING CO., LTD.—Capital £5,000, in £1 shares. Acquiring business carried on at 6-10, Dalling Road, Hammersmith, W., as "the General Aircraft Engineering Co." First directors: J. L. Dubois and Ida, Regheno Dubois.

### PUBLICATIONS RECEIVED.

*Marshal Foch: His Life, His Work, His Faith.* By Rene Puaux; translated by E. Allen. London: Hodder and Stoughton. Price 5s. net.

*Over the German Lines.* By "Wings." London: Hodder and Stoughton. Price 6s. net.

### Aeronautical Patents Published

Abbreviations:—cyl. = cylinder; I.C. = internal combustion; m = motors.

#### Applied for in 1917.

The numbers in brackets are those under which the Specifications will be printed and abridged, &c.

Published November 7th, 1918.

14,790. J. H. CARSON and G. H. WADE. Manoeuvring apparatus of an aeroplane. (119,707.)

15,487. F. Walton. Struts, spars, ribs, &c., of aeroplanes. (119,726.)

#### Applied for in 1918.

The numbers in brackets are those under which the Specifications will be printed and abridged, &c.

Published November 7th, 1918.

2,634. M. A. ANER. Anti-aircraft devices for cities, &c. (119,796.)

8,922. W. R. D. SHAW. Airships. (119,837.)

### Editorial Note

OWING to the great pressure on our space it has been necessary to hold over the concluding part of the article on the Austrian-Berg biplane.

### NOTICE TO ADVERTISERS

In order that "FLIGHT" may continue to be published at the usual time, it is now necessary to close for Press earlier. All Advertisement Copy and Blocks must be delivered at the Offices of "FLIGHT," 36, Great Queen Street, Kingsway, W.C. 2, not later than 12 o'clock on Saturday in each week for the following week's issue.

If you require anything pertaining to aviation, study "FLIGHT'S" Buyers' Guide and Trade Directory, which appears in our advertisement pages each week (see pages lxi, lxii, lxiii and lxiv).

## FLIGHT

and The Aircraft Engineer,

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